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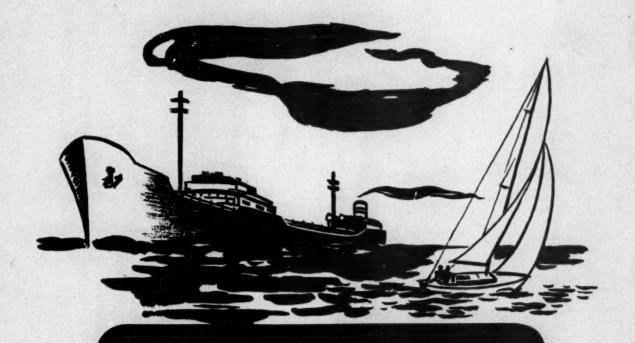
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Sea and Pacific Motor Boat

February, 1953

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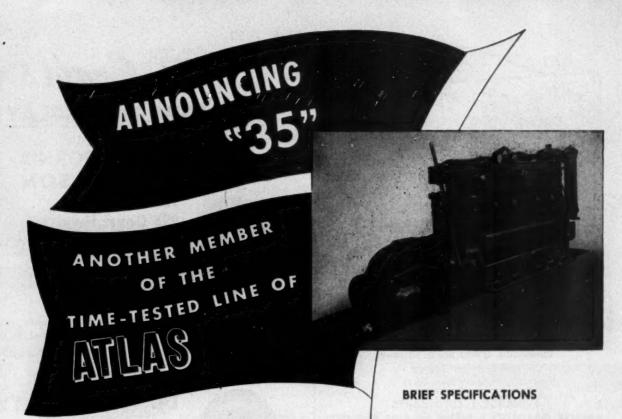
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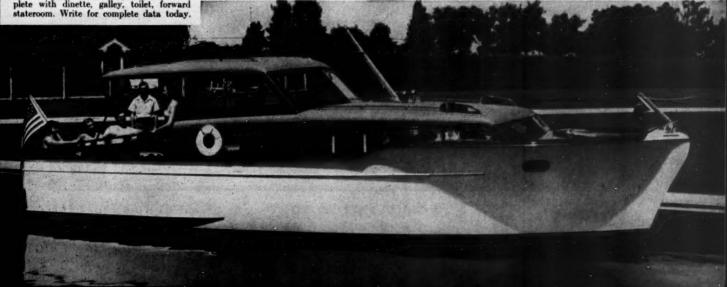
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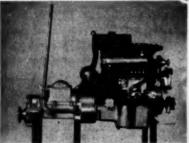


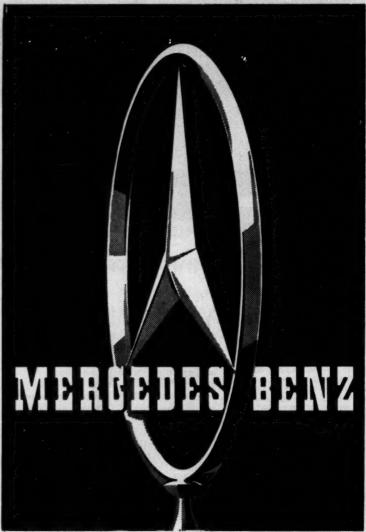
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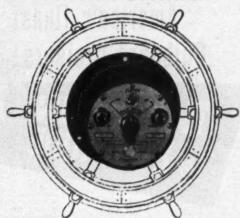


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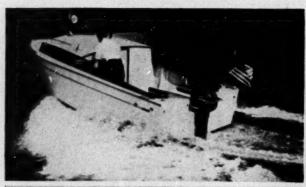
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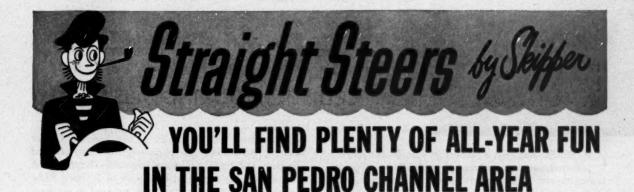
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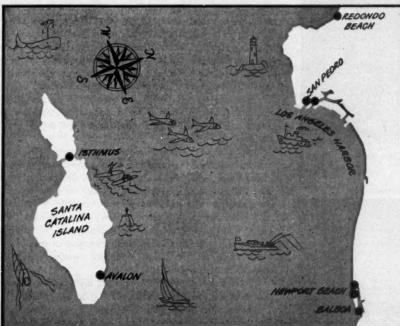
Even though many small-boat owners are forced into hibernation at this season of the year, those lucky enough to live near the San Pedro Channel area of Southern California enjoy warm sunshine, good fishing, and ideal cruising all year round.

Most of the talk these days concerns the two big races that are dead ahead—the Ensenada and the Honolulu Transpacific. Many skippers are already hard at work—hammering, caulking, and painting—to get their boats in shape. One of them passed along this tip: After you've caulked your seams, be sure to give them a priming coat of paint before you apply seam cement. Otherwise, oil from the cement is absorbed by the unprimed wood and the cement becomes hard and brittle, eventually falls out.

A true sportsmen's paradise, this area offers some of the finest fishing waters in the entire world. Yellowtail, blue fin tuna, white and black sea bass, marlin and broadbill swordfish are all abundant. The island, itself, and the many mainland beach towns provide plenty to do for the non-fisherman. Avalon Harbor (more commonly known as Dakin Cove), Newport, and Los Angeles Harbor are just a few of the many anchorages that are available to visitors. And in this

area you'll find 8 Standard Marine Stations (red dots onmap), part of the 273 stations from Mexico to Alaska.





Wherever you go, remember that for smoother engine performance and lower operating cost, your boat needs RPM DELO Heavy Duty Lubricating Oil. Designed to give top protection to either diesel or gasoline engines, RPM DELO Oil keeps your engine clean so it runs more efficiently and requires overhauling less often.

Keeping canvas and duck in ship-shape condition won't be a problem if you use Standard Waterproofing Compound. It's ideal for new tarpaulins, canvas bags, shelter cloths. That's all for now ... so till next month, pleasant cruisin'!

Skipper

STANDARD MARINE PRODUCTS

STANDARD DIL COMPANY OF CALIFORNIA

CHEVADN GASOLINE STANDARD DIESEL FUELS RPM DELO DILS RPM MOTOR DEL RPM GREASES RPM GUTGGARD MOTOR DIL RPM DUTBOARD GEAR LUBRIDARY



BERKELEY

CRUISER MOORING ASS'N.

OVERED storage is a problem of considerable interest to yachtsmen everywhere and especially so to power cruiser owners. Without covered storage, fine mahogany and other costly woods, finished to piano-like surface, are left exposed to the weather for weeks and months, and ultimately face inevitable and costly refinishing.

Many owners make an attempt to protect their craft from the weather with canvas or nylon covers. The resulting effort to remove and replace covers before and after each cruise does much to take the enjoyment out of boating, besides being costly and frustrating.

A group of enterprising power boatmen in Berkeley, California, have dreamed up at least one answer to this vexing problem. Last fall, this group of men, ten in num-



Interior view shows that while the boats are protected from the weather, yet there is plenty of ventilation, so the danger of dry rot





ber, organized what is known as the Berkeley Cruiser Mooring Association, the purpose being to pool their resources and build a floating community boathouse. A 10-year lease was negotiated on a piece of Berkeley Yacht Harbor with the City, together with approval to construct a floating boathouse. Designs for the structure were made by a well known structural engineer, with particular emphasis on maximum strength with minimum weight.

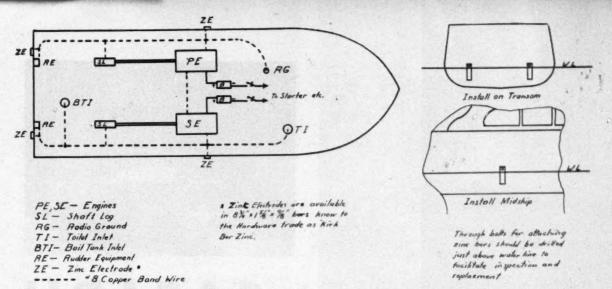
The building itself is of wood frame construction with a corrugated aluminum covering. It is about 200-feet long by 50-feet in depth. Trusses are bolted and hinged to allow for tidal surge within the Harbor. Four-foot-wide runways serve each boat and the edges of all slips are padded with folded fire hose to protect the white hulls from abrasion. Water, electric power, lights and telephone service are provided for convenience of the members, and, in addition, each slip is equipped with a locker box for storage of water hose, mops, buckets and other gear.

Unquestionably, however, the feature of this project which has attracted greatest interest, are the floats. These are of an entirely new and ingenious design. They have been given the name of "Styrofloats" and are thought by the builders to be virtually indestructible. Each float is of rectangular shape, about 10-feet long, 4-feet wide and 2-feet deep. It weighs about one ton and has a buoyancy or carrying capacity of about 3500 pounds. The floats were cast in sectional molds using a light-weight waterproof reinforced-concrete of special formula, for the exterior shell. This is about 2-inches in thickness and is cast directly on the core which consists of an extremely light plastic material. The core and concrete coating are so placed as to create a float which is perfectly balanced and stable in the water.

Since the core is impervious and is protected by the outer coat of concrete, it cannot leak, the buoyancy will not change, nor will it rot or disintegrate as do floats of wood and other materials. Furthermore, the concrete contains an admixture which discourages the formation of barnacles and other marine life on its surface. Thirty-five of these floats were used to support the building and buoyancy is sufficiently great that a considerable number of people may walk about on the runways without causing noticeable movement of the structure.

"Styrofloats" are patented, and are built by the Dawson Construction Co., 2091 California St., Berkeley, Calif.

Membership in the Association is made up of men well known on San Francisco Bay waters. Robert J. Bailey is president of the group and is skipper of the Lani. Lyle Byers of the Capri is secretary. Port Captain is Major Alan Wetmore. Other members and their boats are Jim Rear of the Huapala; Frank Andronico, the Connie; Wm. Holt, the El Vee; Phil Smith, the Alphil; Lee Carol, the Dorylee; Knud Prip, the Sunny; Bruce Wilson, the Tawah; and Dr. Frank Burton with the Eloise.



Showing how to bond all metal parts of a boat that extend through the hull into the water. Most boats now have zincs near the shaft bearings to protect the propellers. These are often too far removed from the forward fittings to give protection, so additional zincs should be installed nearly amidships. These should have a bronze or brass bolt through the hull to provide connection for the bonds inside the hull. The part of the zincs under water should be thoroughly fastened to the hull with bronze wood screws. Additional protection can be provided by bolting bars below the waterline on the transom in line with the propellers. These bars can be easily inspected and replaced.

Electrolysis and YOUR BOAT

By HERBERT E. BLASIER

SALT water corrosion of immersed metal parts can be responsible for expensive replacements and repairs. The writer recently viewed a cruiser of quite recent vintage that sank at its moorings due to corrosion of a through-hull fitting. It is my thought that a brief review of some of the causes and possible remedial measures might be of interest to the readers of Sea.

The corrosion problem involves a large number of variables each of which may cover a wide range. The determination of whether or not corrosion is occurring and how to prevent it is a complex technical problem, requiring careful engineering study. I believe, however, consideration of a few fundamental factors, without getting too technical, might be helpful to small craft owners.

All corrosion is electro-chemical; that is, it involves both electrical and chemical phenomena.

The term "Electrolysis" we so often hear is the process whereby an electric current passing between an electrode and an electrolyte causes changes to take place in the electrolyte, at the surface of the electrode and may or may not damage the electrode itself.

An electrolyte is a solution capable of conducting an electric current; the conducting terminals are the electrodes. The terminal by which current enters the solution is the anode; the terminal by which it leaves the solution is the cathode.

In the case of your boat, assuming it to be a wood hull with through-hull fittings, propeller shaft and propeller, etc., we have the ingredients for electrolysis, the salt water being an electrolyte and the metal parts possible electrodes.

If two dissimilar metals which are not in metallic contact are placed in the same electrolyte, each will assume a different potential in respect to the electrolyte. If we take copper and zinc as an example, zinc assumes a low (negative) potential with respect to copper, and the potential between the copper and zinc will be equal to the difference between their electrode potentials in that electrolyte. Two such electrodes in an electrolyte constitute a cell (battery) and the potential difference between the electrode is the cell potential (voltage). Copper and zinc in a salt water electrolyte produce a battery of approximately one volt; the copper being the positive terminal and the zinc the negative terminal

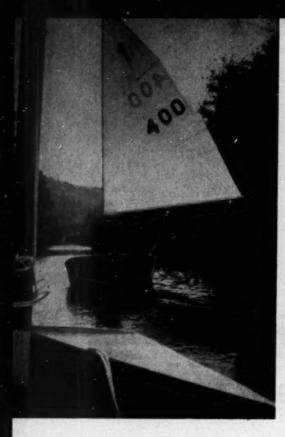
We are all familiar with the ordinary dry cell, a zinc case around a carbon (or it could be copper) rod, the space in between being filled with a paste electrolyte. We term the carbon or copper electrode the positive electrode, and the zinc case the negative electrode. A volt meter will show a difference of approximately 1½ volts between the two electrodes. If we connect the zinc and copper externally, we bring them to practically the same potential. The zinc is raised above its static potential and therefore is the anode while the copper is lowered from its static potential and is, therefore, the cathode. Current in the external connection is from the copper to the zinc and from the zinc to the copper through the electrolyte.

We are all familiar with a used or worn out dry cell, where the zinc is corroded and the carbon or copper show little effect of the action if any. In other words the anode was corroded. It follows then that it is desirous for us to prevent the underwater fittings from becoming anodes and this is the reason why blocks of zinc are fastened to underwater metal parts, usually near the props or rudders. These corrode rapidly and some protection is given to parts adjacent to these blocks. However, the location of these blocks and consideration of the electrical circuits created is of prime importance if the full benefit of the zinc anode protection is to be derived.

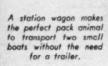
Consideration should be given to a break in the external circuit that may be caused by the use of rubber or wood bearings or other discontinuities.

It appears to me that every through-hull fitting should be protected. This will require a thorough bonding within the

(Continued on Page 44)



We felt like members of the Lewis & Clark Expedition when we explored the norrow channel between North and South Ten-Mile Lakes.





EL TORO SAFARI!

Two Boats and a Station Wagon
Provide a Dream Trip to the Oregon Coastal Lakes

By PETER NEWELL

A LL through the many months spent building our two El Toros we were sustained by the prospect of a trip from the Bay Area to the Oregon Coastal Lakes. When the great moment finally arrived we were rewarded with such interesting experiences that we want to let other small boat skippers know about it. The places and the advantages we found for small boat sailing far exceeded our dreams. For example, on one day we planned to visit one fresh water lake near the ocean and we found five! Another day we might have visited five, but the first one was so inviting that we stayed all day. But to get back to the actual record, we hope our experiences will be some help and inspiration to other vacation-bound El Toro sailors.

August 1st—Loaded El Toro Torero on the rack on top of the station wagon, stowed Boom-D-A inside surrounded by air mattresses, Coleman stove, ice-box, cartons of food

and suitcases. Left Piedmont at 2 p.m.; drove to the Redwoods.

August 2nd—"Sailed" straight up Highway No. 101 to Gold Beach, Oregon, mouth of the famous Rogue River. Our only long day of driving: 249 miles.

August 3rd—Got the last two seats on famous "Mail Boat Trip" up the Rogue 31 miles to a ranch where tourists can rest and have lunch. Rode rocks and rapids both up and back. Boats have propellers that can be "lifted" above the bottom of the boat. River trip lasted from 8 a.m. to 4 p.m. Then we drove to Coquille and met one of our most enthusiastic El Toro fans at the Myrtle Motor Court.

August 4th—Accepted the over-night invitation of the manager of the motel in return for taking his 14-year-old son (now building his own El Toro) along to our first lake-side camp. Had early breakfast, drove 40 miles, found





Our guest rigging an El Toro for the first time in his life. That is a lumber mill in the background.

North Lake Resort at Lakeside, Oregon, launched the Toros and sailed into one of the many fingers of the North Ten Mile Lake for lunch. The breeze was so good we travelled fast in and out of the many arms of the lake. But it was not too windy to enjoy the scenery, every inch of which was wooded and full of animal life. After lunch Peter and our guest, Larry Summers, took the two Toros through a canal to the adjoining South Ten Mile Lake. That half-mile-long canal turned out to be just two-Toros-wide and both banks were full of muskrat holes. Once through that, we could easily believe the travel folders' estimate of "178 miles of wooded shore lines".

August 5th—Our 14-year-old guest went back to Coquille and Peter and I spent another day exploring the Ten Mile Lake area. We cruised into several arms that curved like rivers, saw several lumber mills, many dairy farms and one large resort (Lakeside Oregon, on the highway map) with its own airstrip and over-the-water dance pavilion. We sailed under railroad trestles, county-road bridges (just inches above the Toro masts) and around log chutes. And with all the rugged setting, we found the beach so smooth we could safely pull the boats up over the sand for night-

time mooring. August 6th-Loaded the boats before breakfast, broke camp immediately after we ate and got an early start up Highway 101 to see if the other Coastal Lakes could compare with our first stop. Drove just 13 miles to Reedsport where we stopped for gas and our boats brought up another new friend. A passer-by recognized them as similar to boats built by Carl Damm of North Bend, who was at work nearby building a doctor's office. We were escorted to Carl and enjoyed a long visit, hearing about the Toros he has built at Coos Bay, Oregon, and those he has sailed against in regattas at Eugene and Eureka (including our friend Dick Newick who has sailed in many regattas around the Bay Area). Carl gave us sailing tips and launching suggestions for the four big Coastal Lakes still ahead of us and we only wish we had had time to visit all the lagoons and islands he described. We were only 8 miles from the first one, Takenitch. When we drove over the hill and looked down at the expanse of water and the variety of wind patterns we understood why El Toros only sail in the lee of the islands. These coastal lakes are so close together we decided to see them all before we picked a camp site. Next came Siltcoos Lake, which was very similar; equally blue water and green shore line. And just off the highway at the lake edge are many modern cabins, ideal for skippers who prefer all the comforts of home. For us, however, the next two lakes and the Honeyman State Park which connects them, were the ideal set-up. On the ocean side of Highway 101 is Lake Cleawox, with only sand dunes between it and the blue Pacific. On the island side of the highway is many-fingered, multi-islanded Lake Woahink. And when we registered at the State Park and found camping facilities with hot showers we decided to make that our headquarters. We found everything we could ask for and would recommend it to anyone interested in sailing, swim88

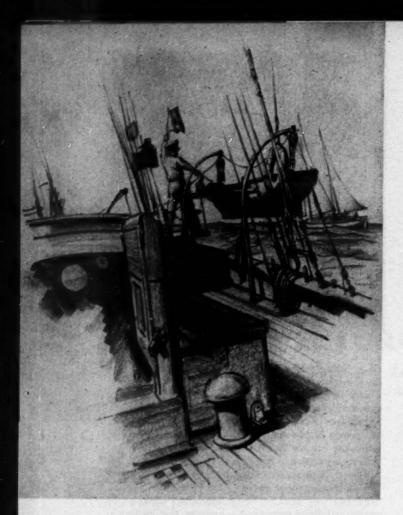
ming, fishing (although August is not the best month for that), sand-dune hiking and camping. With the ocean just a stone's-throw away and excellent super-market shopping a half-mile north we wished we could stay a month. Seventy-five cents a month provided wood (each campsite has its own fireplace-stove) and running water. The public bath-house has hot showers for 25c and a massive WPA-built rock shelter has electric plates available for 25c per half-hour. With our rented air mattress for a bed in the back of the station wagon we couldn't ask for anything more, especially when we found 2-inch-thick steaks at the market and Peter improvised a barbecue that made him the "cook of the trip".

August 7th—Had an early breakfast and decided to launch one boat at once in the sand-dune lake, putting the other in the back of the car so we could drive across the highway to the inland lake for lunch. Peter sailed and I took colored pictures. The water was so clear we could see the big boulders on the bottom as if they were small rocks near the top. And with the sand dune shore line, the water looked extra blue. We doubt if a sail boat had ever been on Lake Cleawox before, It is crescent-shaped and has a large and popular public beach in the center. Peter launched Torero at one end of the lake and as I left to drive around to pick him up at the other end of the lake, I could hear the Girl Scouts who own the shore line at the tip of the

(Continued on Page 46)



We often made ourselves very snug at campsites along the way. This one is Honeyman Campsite.



SAN DIEGO

The Plymouth of the Pacific By DUNCAN GLEASON

(Concluded from the November Number)

Old Town Today

SAN DIEGO has matured into a great mercantile center with its amazing harbor developments, clean wide boulevards and modern buildings, giving a first impression to newcomers as of a ship newly launched with the sparkle of fresh paint and varnish still upon her. This great surge of modernization has removed all traces of the days of Spanish occupation except for a remnant that lingers at the base of Presidio Hill.

When the march of progress by-passed Old Town, it left to posterity a memory of the romantic period of California, which recalls such family names as Bandini, Alvarado, Pico, Carillo and Estudillo. Away back in 1827, José Antonio Estudillo built his adobe house on the south end of the Plaza and members of the family occupied it until 1882, after which it fell into ruins. In 1905 one of the sons, Salvador Estudillo, purchased the old homestead and when the Spreckles interests extended a street car line out to Old Town, general manager William Clayton took over the historic remains and had them restored to their former state.

Publicized as the marriage place of Ramona, one may conjure up the old world scenes of clicking castanets, of dashing horsemen and the ever present tinkle of the guitar. A good many San Diego power and sailing craft were taken over by the Navy and the Coast Guard during World War II. Here Duncan Gleason sketches some wig-wag signalling during a patrol.

Cold-blooded historians may seek to disprove that this was the marriage place of Ramona but if and whether there was a Ramona and whether or not she was married in this spot, is of no practical importance to a romanticist, for Helen Hunt Jackson's "Ramona" lives in the hearts and imaginations of those with mind's eyes that see beyond the horizon.

It is due to the foresight of a few civic leaders, endowed with the energy and means, to preserve for posterity the few remaining relics of the past. One may wander through the patio of Juan Bandini's two-story home, restored by Cave J. Couts, son of the pioneer soldier. Retaining the original adobe walls, Casa de Capitan Ruiz, the first home built in Old Town, now serves as the attractive clubhouse of the Presidio Golf Club.

The bright stripes and white stars of the American flag fly from the staff in the little enclosure of "Plaza de San Diego Vieja," guarded by "El Capitan," an old smooth 31/4 inch bore iron cannon. On its deeply rust-pitted barrel is faintly discernable the raised Spanish coat of arms. The bronze plaque states that it was cast in Manila in 1783 and brought to San Diego in 1800. The Boy Scouts of America mounted the old gun on a cement base in 1923.

Over in a corner of the plaza is a cement seat with a tablet stating that the memorial was placed there in 1935 by the friends of Tommy Getz. Now Tommy was a showman without a show and looking around for something to do, he saw commercial possibilities in the Estudillo House and proceeded to apply his showmanship talents. As curator and lecturer it was worth the price of admission just to hear Tommy dilate on the history and romance of the old place and especially of the marriage of Ramona.

John Marston, department store owner, a pioneer who came to San Diego in 1870, saw the importance of preserving the city's historical heritage as the birthplace of California and was responsible for the development of Presidio Park and the establishment of the Junipero Serra Museum. Its mission type building, erected on a commanding prominence of Presidio Hill, stands at the entrance to

San Diego has as many boating enthusiasts in proportion to population as any city in the country. Duncan Gleason catches some of the action during a close-quarters contest off Point Loma.





San Diego has been a naval base for many years. Duncan Gleason painted a P-T boat in the act of launching a torpedo.

Mission Valley. Presided over by John Davidson, Director, and by Frederick W. Reif, docent or lecturer, it is a repository for documents and relics of early San Diego. It is well worth a climb up the tile steps to meet these genial gentlemen steeped in the lore of yesterdays.

On up the hill is the site of Fort Stockton, with its one bronze cannon standing guard over Old Town. A shaded pathway now marks the parapet of the old Spanish Fort.

In this spacious forty-four square mile Harbor of the Sun, the pleasure craft have not been neglected. In a cove at La Playa, also known as Hyde Park, protected by Shelter Island, are located two yacht anchorages, the Southwestern Yacht Club on Qualtrough Mole and the San Diego Yacht Club to the northeast.

The San Diego Yacht Club was conceived in 1886 when it met in one of the keeper's houses of the Ballast Point Light under the leadership of Commodore William Pringle. In 1902 another club was formed, the Corinthian, which purchased a boat house at Atlantic and Broadway, but financial troubles caused the two clubs to combine under the burgee of the Corinthian but with the name San Diego Yacht Club.

In 1910 the old ferryboat Silver Gate was purchased, towed to the foot of Hawthorne Street and served as a clubhouse for four years until harbor improvements forced the club to move their floating house over to Coronado, west of the ferry slip. During World War I, many of the members went into the service, the old ferryboat became a victim of dry rot and had to be scrapped, and yachting was at a low ebb.

For a period the members met in private homes, at the Chamber of Commerce, the Naval Militia Armory, and finally built a clubhouse over in Coronado. In 1934 this 60 x 70 foot building was loaded on lighters and took a cruise across the bay to its present location. It was placed over piles at high tide three blocks from shore, where it settled down comfortably as the water receded. Dredging operations supplied material to build the shore line to the clubhouse. The club is custodian for the Sir Thomas Lipton cup, donated in 1905, and also awards the Mudhen Plaque to anyone who falls overboard fully clothed, a dubious honor.

The Jessop brothers, Joe, Alonzo and George, and their father before them, have been the mainstays of the club and their jewelry store at the sign of the big clock is a



The painting above gives one the feeling of being aboard on escort vessel as a convoy drives through some rough going.

Below: A typical escort vessel of the late war.



checking-in place for all good yachtsmen. The famous street clock was designed and manufactured in the Jessop shop and is jewelled with native stones of San Diego, such as tourmaline, topaz, jade and agate.

Shelter Island is shown on a chart made by the Coast and Geodetic Survey in 1859 as a sand bar exposed at high tide but in 1951, in dredging a 200 foot wide channel, 20 feet deep, the sand pit was raised well above high water and palm trees were planted to form a wind break. The "Island" was connected with the mainland by a fill and named Shelter Island by the yachtsmen. Sand was deposited from dredging at Qualtrough Mole and all of the area is now known as the Municipal Yacht Harbor. Slips are to be built all along the inner shore of Shelter Island.

The Southwestern Yacht Club occupies Qualtrough Mole, which was the location of a forgotten first yacht club whose twelve members carried on until the tax man sealed their doom.

The Southwestern Yacht Club was organized in 1924 with Dr. Chartres-Martin as its first commodore and originally had its anchorage at the foot of Grape Street until shoreline developments caught up with it about 1935. Now automobiles on the Harbor Drive pass over the spot where

(Continued on Pag- 55)



Docsout (in foreground) competing in a predicted log race on Puget Sound.

Family Cruising

By EDWIN B. CHASE, M.D.

F AMILY cruising is one of the most satisfying hobbies that a man can develop. Through this hobby one may bring the entire family together and teach his children cooperation and team work along with personal responsibility. Through this hobby the entire family can learn geography, history, botany, zoology, mathematics, astronomy and a host of other natural sciences.

Our family of seven has cruised some 7000 miles from Michigan to Florida, and Puget Sound to Alaska. We took delivery on our boat at Algonac, Michigan, in June 1949, and cruised 5000 miles through 137 locks to St. Petersburg, Florida. We traveled through both the Trent and Rideau Canal systems, visited Toronto, Montreal, Lake Champlain, New York, Boston, Baltimore, Washington, Miami, Lake Okeechobee, and hundreds of historic spots, shrines, buildings and monuments along the way. Five months aboard with five children.

Since returning to Puget Sound, we have logged 500 miles local cruising and an additional 1500 miles to Alaska and return; better than 7000 cruising miles, in 27 months. This cruising was accomplished without mishap or even danger, nor at any time was there any great dissatisfaction of any of the crew or threat of mutiny.

We are frequently asked by boating as well as non-boating people, "How did you do it?", "How could you stand to live aboard with five kids for six months?", "Don't you worry about some one falling overboard?", or "Is it safe to go out in the ocean in a small boat?", "How about cooking, danger of explosion etc.?"

Before answering some of these questions and stating our fundamental rules for happy family cruising I would like to introduce our crew and boat.

Skipper: The writer, who is an M. D. in the early forties who is trying "to make a life as well as a living."

Mate and Executive Officer: Mrs. Chase, a very capable mother and enthusiastic yachtswoman.

Deck Hands: Betty Chase, 18, just graduated from High

School

Doris Baldwin, adopted daughter, 18, completed high school with Betty.

Engineer: Donald Chase, 12.

Assistant Cooks and Messengers: Donna, 81/2 and Lynn, 31/2.

These were the crew ages at the beginning of our East Coast cruising in June 1949.

Our boat, the *Docsout* is a standard Bridge Deck 40-foot Chris Craft with twin 145 HP. engines. She sleeps eight; two in the forward cabin, with head; the next compartment aft is the galley which has a dinette that can be made up into bunks for two; then the Pilot House that has a "Simmon's Hide-a-bed" for two and then the after cabin with twin beds and a head.

Donald and Donna slept in the forward cabin, Lynn in the galley, the Skipper and Mate in the Pilot House. The Deck Hands, Doris and Betty, occupied the luxurious after cabin.

Our special equipment consisted of a hot and cold water pressure system, 110 volt wiring, dinghy and extra anchor and line. We found the craft and equipment fully adequate. Although we now have aboard radiotelephone, Co2 system, fathometer, gas detector, etc., we cruised 5000 miles without this added equipment.

We did not use any fancy piloting or navigation equipment nor were we particularly qualified in cruising experience and education. Our family had a boat for three years prior to World War II. I served at sea in the Navy during the war and at that time read articles on various parts of East Coast cruising in back issues of YACHTING magazines. It was then that I made general plans for our cruise.

While both the Mate and I now hold AP ratings in the U.S.P.S., at the time of the East Coast trip we had just completed the Elementary Piloting course. The only other boating education we had was from what articles and books we had read.

We purchased good charts of the areas we were cruising, used parallel rulers, dividers, good compass, watch and lead line. In addition we had a simple pelorus for taking bearings. If one reads his charts and checks his position frequently, keeping a good log, he will have little trouble and be reasonably safe. Of course, he must also have an accurate speed curve of his boat and listen to the weather reports and use common sense and not go out in bad weather. We were going to purchase a direction finder when we got into Boston to help in fogs, but decided it would spoil our fun.

It is our staunch belief that the two cardinal principles of successful family cruising are Simplicity and Safety. In any cruise there is a certain amount of work to be done and the organization of this work and the sharing of responsibilities and duties is of prime importance. I think we can best illustrate this by explaining our "Duty Roster" as it appears on the Bulkhead aboard *Docsout*. Here is a

Skipper: E. B. Chase in command; responsible for everything; does nothing.

Mate: Mrs. Chase, executive officer; navigator; does everything.

Deck Hands: Betty, in charge forward lines, ground tackle, etc.

Doris, in charge aft lines, ladders, fenders, etc.

Engineer: Donald, checks oil, water, gas daily; batteries once a week; also in charge of flags and burgees.

Messengers: Ass't. Cooks: Donna and Lynn.

General Quarters Stations

Field Day for Inspection

Four Daily Billets

I Cook: plans and is responsible for the meals for the day.

II 1st cook: helps with the meal and does the dishes.
III Navigator: works with captain planning courses and looking for aids to navigation.

IV Wheel watch: one hour undivided attention at wheel.



The Family Crew of Docsout. Left to right: Capt., Lynn, Mate, Don. Donna, Betty and Doris.

Rotation of Billets

I—Mon., Betty; Tues., Doris; Wed., Mate; Thurs., Betty; Fri., Doris; Sat., Mate; Sun., Mate.

II—Mon., Doris; Tues., Betty; Wed., Lynn & Donna; Thurs., Doris; Fri., Betty; Sat., Doris; Sun., Betty.

III-Mon., Mate; Tues., Mate; Wed., Betty; Thurs., Doris; Fri., Mate; Sat., Betty; Sun., Doris.

IV—Captain, Navigator, Donald, and the cook off duty daily.

General Orders

Never go on deck at sea without a life jacket.

Messengers should have jackets on at all times on decks and docks.

Man over board and fire drill as called by skipper.

Beds and quarters ship-shape daily before getting underway.

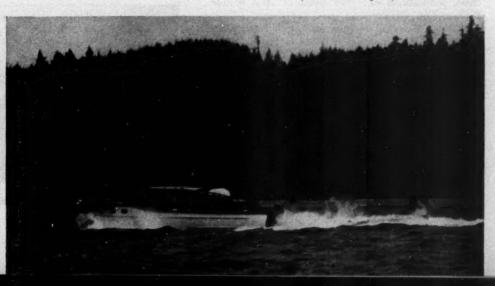
"Vespers" in the evening; Church Sunday when possible. General quarters should be answered promptly.

NO GRIPING: DUTIES SHOULD BE PERFORMED CHEERFULLY!!

One can see from examining this roster that everyone has responsibilities and the work to be done is rotated so that no one has a chance to become bored with his assignment. Every third day the Mate was free from cooking or any galley work, but would have wheel watches.

We felt it very necessary for everyone to have his preserver ready and easily accessible, usually by his bunk, and (Continued on Page 58)

One of the most important members of our family is Docsout, a standard Bridge Deck 40-ft. Chris-Craft with twin engines. Here she is in the Bremerton Yacht Club's Heavy Weather Race.





—Photograph by 8ob Ruskauff
Driving Regg Schlemmer's 225 hydro, Rich Hallett at Downey, Calit.,
has won the Trimper Trophy for 1952. His record this year includes five
successive wins at San Diego, Merced, Long Beach, Oakland and Long
Beach, Hallett also built the boat.



INBOARD and outboard drivers from the 11 western states turned in masterly performances for 1952, new records, dizzy speeds.

Larry Burke of Chico, Calif., won the Charles F. Rochester Medal, awarded on the basis of all points acquired in any two classes (outboards) from April 1 to October 1, with the addition of bonus points for Divisionals or Nationals. C. A. Pierre of Coos Bay, Ore., placed second in points for this Medal.

Ward Angilley of Daly City, Calif., won the honor of displaying boat number US-1 in the amateur ranks (outboards). Angilley was followed by Frank Kennedy of Del Paso, Calif.

C. A. Pierre also received a boat number assignment (professional) for his leadership in his region (outboards); so did Charles Hickling of Bellevue, Washington (amateur). Likewise, George Walton, Salt Lake City, Utah, professional; Wed Knudson, Provo, Utah, amateur.

Victor Klette of Norwalk, Calif., set a new inboard one mile with Peggy at Seattle-speed 82.436 mph.

In outboards, again, Elgin Gates set two new one mile records at Devil's Lake, Ore., with Dreamboat: A Hydro, 50.851 mph.; C Service Hydro, Devil's Lake Ore., 54.545.

The same lake saw three more Westerners turn in classic performances with stock outboards: Alan Wyman, Portland, Ore., DU Runabout, speed 54.178 mph., Thunder Fish. Elgin Gates scored again with stock Pearly Gates, speed 57.648, DU Runabout. Jack Leek of Tacoma, Wash., set a mile record at the Oregon lake; A Stock Hydro, speed 47.397; and another of his Hydros (D Stock), driven by Burt Ross, Jr., of Tacoma, set a record speed of 69.739.

In five mile competition this was the 1952 picture for records broken by Western drivers: Jerry Coons of Seattle. Davil's Lake again, AU Runabout, 40.476. Alan Wyman, DU, Devil's Lake, 50.934; Jack Leek, A Stock Hydro. Devil's Lake, 42.624; Bob Jacobsen, Seattle, B Stock Hydro, 46.936; Hubert Entrop, Seattle, D Stock Hydro, Devil's Lake, 55.866.



Dr. Wayne Ingalls of Los Angeles Speedboat Ass'n, has been elected Senior Vice-Pres. of the American Power Boat Ass'n.



-Photograph by Fulgham Top Nor. Cal. Outboard Ass'n pilots of 1952. Left to right: Orville Herrick, Sacramento; Ernie Viola, S. F.; Bill Siemsen, Santa Rosa; Ward Angilley, Daly City; Chet Parks, Vacaville; Larry Burke, Chico, and Bud Wiget, Concord.

Below: Larry Burke whose Poke-Along won high honors when awarded the Charles E. Rochester Medal. It goes to drivers, amateur or pro, on the basis of all points acquired in any two classes from Apr. 1 to Oct. 1. Burke's boat is a C Service Runabout.

-Photograph by Lankfford



-Photograph by L. Covello

The Phantom, built in Lafayette, Ore., by Charles and J. D. Shirley, driven by its owner, C. A. Pierre of Stockton, Cal., set a new one-mile outboard record in 1952 at Seattle. It ran 52.479 mph.





Art Maynard of Long Beach, Cal., is an inboard driver who can view his 1952 performance with pride. On August 11th in Seattle he drove his 225 cu. in. Restless to a new mile record of 100.029 mph.

—Photograph by Bob Ruskouff 1952 high point winners So. Cal. Speedboat Club. Left to right, top row: Gillette Smith, 48 cu. in.; Dr. Louis Novofny, PODH; Louis Sentor with Bill Dale's trophy; Dan Campbell, Cracker Box; Joe Guess, retiring Commodore Ed Olsen, Art Maynard, 225. Front row: Ed Fletchall, driver and owner Lt. Comdr. Willis Mitchell, E



Racing Runabout; awner Jack Kirby and driver Chuck Powell, 135; and Bobby Sykes who drove Joe Guess' Guess Who to win the Arthur Bobrick trophy for fastest mile on Salton Sea.



—Photograph by Bob Ruskauff
At the helm of the So. Calif. Speedboat Club
during 1953 will be Commodore Dale Brown.
Another racing Commodore, Dale was former
National E Racing Runabout champion and record
holder with his Duz.



—Photo courtesy of Kiekhaefer Corp.
W. W. "Pappy" Bowen won the Stock High
Point award, the Huntress Perpetual Trophy and
USA's A Hydro High Point trophy.



Eddie Meyer, one of inboard racing's greats, turned in another outstanding performance in 1952 when he set a mile inboard record in Seattle Aug. 11th, driving his 135 cu, in. Avenger IV at 99.4835 mph.

Left to right: Bud Wiget seldom fails to set a record or win a championship every year. In 1952 he took the highest honors, being awarded the right to boot No. US-2 for having scored more points than any professional driver. He also won the George H. Townsend Medal. Johnny Craven, first to finish Colorado River Marathon, was awarded the B Runabout high point trophy presented by General Petroleum, Dr. and Mrs. E. W. George. He is 1952 winner of the D Hydro high point trophy, presented through the United Speedboat Ass'n. Cag Graham of Ventura, Cal., C Runabout high point trophy winner, a trophy donated by Los Angeles Speedboat Ass'n and presented through the USA. Charles Harter of Los Angeles, A Runabout high point trophy winner, presented through United Speedboat Ass'n.



FEBRUARY, 1953

SEA and PACIFIC MOTOR BOAT



—Photograph by Joe D. Williamson
Tyee Yacht Club members admiring the display of some of their
1952 trophies at the Commodore's Ball. This club has been selected
as host for the start of the International Cruiser Race from Poulsbo
to the Royal Vancouver Yacht Club.

NORTHWEST RACING

BOAT racing in the Northwest—American Power Boat Association Region 10—will have its greatest year in 1953.

Inboards and outboards, stock classes and racing classes, limited and unlimited hydros, there will be more veterans and more new faces riding the high-whining speedsters in organized races than ever before.

GOLD CUP—For the third straight year, the unlimited classic of them all will be held on Lake Washington. Sayres' Slo-mo-shun IV is the defending champion. Morlan Visel will be back from Southern California with Hurricane IV. And the talk around the circuit is that several Californians have been bitten by the racing bug and are shaping up entries for the 1953 event.

August 8, Saturday, is definitely set for the coming regatta. Howard Richmond, Seattle, a member of Seattle Yacht Club, is this year's race chairman.

So far little has been heard from the Middle Western boats. It is felt that the possibility of some more boats from California is good news and that it will strengthen future racing out here.

OUTBOARD RACING—The kicker boys are swinging right into action with a great year planned. On Washington's Birthday they have a little special event planned. The

—U. S. Coast Guard Photo
CG Auxiliary Flotilla 21, Seattle receiving the Commodore's Perpetual Award plaque for courtesy boat examination for the third
consecutive year. From left: Andrew M. Laslovick, Dist. Commodore;
S. O. Lupton, Inspection Officer; Fred E. Weldon, Vice-Commander;
Chet A. Gibson, Flotilla Commander.



annual Sammamish Slough Bar Pilots Association cruise will be held. New prospects for the Association must pilot their craft over the shallow, swift and tricky turns to qualify. Certificates will be given out in an affair at Bothel.

Sammamish Slough Race—the outboard classic with the turns, twists, spills, rocks, brush and deadheads will be held April 5. About 75 entries are expected. Bob Jacobsen won last year. Sea and Pacific Motor Boat had gone to Jacobsen in advance of the race and suggested that he keep track of the goings-on best he could and then write an "I-reaed-in-it" story for us. It must have brought him luck.

OUTBOARD-INBOARD CIRCUIT—Lin Ivey, the 1953 chairman of Region 10 and also the vice-chairman of the 1953 Gold Cup, reports this to be the best circuit worked out for the Northwest in many years.

It starts at Kelowna, B. C., on Friday, July 31, for both inboards and outboards and \$1500 prize money.

On August 1 and 2 the group moves to Oroville, in Okanagan County, Washington, for an APBA-sanctioned race for both stock and racing class outboards and \$2500 prize money.

Then they move into Seattle for the Seafair week. With this kind of a circuit more Northwest drivers and more California drivers are expected than before.

It is shaping up for Green Lake, in Seattle's northcenter, to be race course. A bid is in to hold the western division championships for the stock-class races on Friday, August 7. The Green Lake races will be all outboard, only. Then there is a bid in to hold the national Class F runabout races on Sunday, the 9th, the day after the Gold Cup. Both bids look fairly certain.

MILE TIME TRIALS—Monday and Tuesday, with the speedy East Channel of Mercer Island as the course, the crews will be on hand for all boats to crack away at the record books for straight speed. This will include all classes of outboards and inboards.

INBOARD LIMITED HYDROS—these speedy boats will race between heats of the Gold Cup on August 8. There will be some \$3000 prize money for the 48's, 135's, 225's and 266's. There may be some races for the new 136-class.

These 136's are stock-model V-8 engines, not souped up like the 135's. Several are now building. Among leaders with this class are Charles Hickling, racing designer; Lloyd Young, Commodore of Seattle Inboard Racing Association, and Jack Colcock, APBA vice-president for Region 10, in charge of inboard racing.

—U. S. Coast Guard Photo Seattle's original Christmas Ship, Hilma III visited neighboring cities on its ninth annual cruise in 1952. She is the flagship of Flotilla 21, CG Auxiliary, owned by Chet A. Gibson.



AT THE "HARBOR OF THE SUN"

DOWN CORONADO WAY

N EW officers elected to serve Coronado Yacht Club for the year 1953 are: Commodore George Doolittle; Vice-Commodore Charles Soderberry; Rear-Commodore Al Laing; Secretary Harrison Amos; Treasurer John Robertson; Directors: Fred Hyde and Ed Fricke. Staff Commodores on the Board are: Earle B. Childs and Carl J. Ackerman.

The Skippers Association in the Club who plan the Handicap races, set the courses and then go out and race them, elected E. D. Wellington to serve as President with Larry Guay, Secretary.

The International 110 Fleet has now obtained a charter and elected Peter Gray, skipper of the Mist, as Fleet Captain and Tim Klinefetter Secretary. Tim, by the way, has become the owner of the 110 Thumper and will race with the fleet. Tim has just graduated from the Naples Sabot Class having won the Sabot championship at Coronado YC last year in his Penny-Wise.

Serving the Lightning Fleet as Fleet Captain will be Earl Biggin and Bob Beck will be the Secretary.

The Naples Sabot Class has plans for some spring racing and by that time Padgett Reid will launch her new one and will give the rest of the skippers some competition having learned her sailing under her father, Bob Niemyer, skipper of the Lightning Chiquita.

The Handicap skippers would not say "die" when they got to the end of the racing calendar for the year but went over into next year's calendar to race the Longstreth Handicap series which is usually sailed in February. The weather was so very perfect for racing and the winner was: Betty, E. D. Wellington.

Then the New Year's Day race was sailed in perfect weather and perfect wind. Henry Bornsen was down to see them off since he put up the Perpetual for this popular race a few years back. The winner: Juanita, Richard Diaz; Second: Surprise, C. S. Kempff, Jr.; Third: Glamour Girl, Col. Herman Kobbe.

The next series on the schedule is the Woodworth Ad Interim Handicap series.

Then there is the Lipton Cup race which will be sailed at San Diego YC this year due to the Ballerina, E. Gartzman Gould winning the Cup at Newport last year over Walter Elliott in the Escapade from Newport Yacht Club, and others. Coronado has hopes that one of these fine years they will bring this coveted cup to our Trophy case for a year for all to admire.

New members have kept pouring in so that the Club membership is now larger than it has ever been before.

New members listed as follows:

Henrietta Jensen. Owner of an Elco Cruiser, the Ship-male.

John Maddos of Imperial Beach. John has quite a reputation as an outboard motor racing champion and is now the skipper of *Patricia*.

C. É. Norcross who is owner of the 65-foot power craft, Patricia. Clem has a new name coming up for the Patricia very soon.

C. E. Phillips who owns a 22-foot yawl, the Electra.

Charles Ingle of Coronado.

Capt. Leonard T. Morse, USN, owner of a Flattie, the Rambler.

Ann Taylor, owner of a P-14, the *Pooka*. George K. Derby who sails a Dyer Dink, the *Tarfu*. Earl Richardson, owner of the Tahiti ketch, the *Hal Gal*. Capt. John W. Vann who with his son will race their

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The Betty, owned and sailed by E. D. Wellington, winner of the Longstreth Handicap Series at Coronado YC.







Oldtimers are always claiming that the boats of a generation ago were built to last. Here is some proof for them, Moonlight is one of the few really old boats still sailing. Note on the right a swamped cruiser which the owner had not visited for several months.



The Nereid is a vessel of many summers which is still going strong. She is in such good shape that her owner was encouraged to convert her from gaff to jib-headed rig.



Don J. Pierce's Cupid is possibly the oldest boat on the coast still actively sailing. This sturdy little ship was built in the early 1880's at San Francisco and sails out of the Richmond YC.

in Prospect GREAT YEAR for the Bay

HE battered ship of 1952 has finally reached her last port. She has been a busy ship during her cruise and has seen many things happen which augur well for boating in the San Francisco Bay area. There is much evidence that our great sport is progressing satisfactorily and should sail on with fair winds in 1953.

Development in this area is being done by private funds. There has been an alarming lack of Federal, State and Municipal funds in the development of water ways and boating facilities in Northern California. It has been private investment which has promoted, developed and carried out the improvement during 1952. Maybe this situation will change in the future but it appears that we must look to private capital and Yankee ingenuity to properly expand our facilities in this area. However, much effort is being made to interest legislators and municipalities in taking proper care of their waterways. If this can be accomplished then both private capital and public funds can be used to carry out a program of real progress.

The All Clubs Winter Racing Association held its first race on December 6th from Sausalito to the Bridge Marina at Antioch. "Old Man Weather" stepped into the scene to scare a large number of contestants away from the starting line. However, eight cruisers went over the course and reported a very fine cruise and race. Stormy weather which had been predicted on the morning of the race did not develop so that those who entered were pleasantly surprised at the good going. This was particularly true as the fleet reached the Carquinez Bridge and started up the straits toward Martinez. The sun came out from hiding and the weather became all one could wish in the way of pleasant

cruising on San Francisco Bay. After the race was over all contestants with a number of guests proceeded to the Bridge Marina restaurant for a most wonderful party. One hundred and fifteen power cruiser men and friends attended this function which was put on under the auspices of the New Bridge Marina Yacht Club. Commodore Somberg and his committee put on an affair which will be long remembered by the Bay Area

The ride back on Sunday also provided the contestants with some fine cruising en route home. This all goes to prove that one never knows what the weather is going to be until you get out and try it. Predictions of weather in this area can change by the moment. The contestants enjoyed the Predicted Log racing and Anthoni Sparacino with his

Black Swan was able to take third place although he had never even raced before under the Predicted Log rules. Unfortunately for R. B. Engfer, his Hiltot II ran out of gas at Pittsburg so could do no better than eighth place in the Fleet Standing. The next race will be held on February 21st from a point in the San Francisco Bay to Suisun, Solano County.

A race has been scheduled on March 14th from some point in the Bay to the Palo Alto Yacht Club.

Results of the Antioch race were: First place, Florence Vea, Dr. Joe Somberg, 1.02% error; second place, Doll Lee, George Sturtevant, 2.848 error; third place, Black Swan, Anthoni Sparacino, 3.336 error; Manu-Kai, Malcolm R. Storm, 3.406 error; fifth place, Swoose, W. G. Dandy with 11.344 error; sixth place, Kandee II, Denny Wright, 11.99 error; seventh place, Hog'n'Nog, V. Belden Gardner, 13.6 error; eighth place, Hiltot II, R. B. Engfer, 21.3 error.

The windjammers were not be outdone and returned to their racing schedule on December 7th. The wind god Aeolus spanked one of his own children with a 35 knot

Belvedere Cove continues to be a popular sailing area for the small boats. A Clipper is standing out of the Cove toward Raccoon Straits.



William J.Gray takes his Grayling out of Richmond Harbor on a calm winter day. He flies the burgee of the St. Francis Yacht Club.



gust of wind. It broke the mast of the sloop Aeolus and Maury Smith, with his friend Jean Calhoun had to be towed in from the race after the mishap. This was the second Corinthian Yacht Club mid-winter regatta. A fleet of twenty-six boats competed and although the weather was gusty still a successful regatta was held. The wind came from all directions during the day so everyone had at least one slant that was favorable. The winds varied from practically no wind up to 35 miles per hour. Skipper Alan Punky (Mitchell) of the Golden Gate sloop Result Too, was able to bring in his first win for the season in that class. The Bird Class was won by the Snowbird, the Trigger took the Bear Class, the Innis Boffin the Clipper Class, the Mistress, Division 8-B, Flame, Division 9, Stormalong, Division 11, and the Flicka in Division 14. The series will be continued on January 4th, February 1st and March 1st, according to the announcement by Chairman Phil Wallace. Bay Breezes

The Claude Benham Memorial opening day trophy was presented to the Pacific Inter-Club by the Sequoia Yacht Club to be once again put up as a perpetual trophy. The



President Jack Donviel, left, Elizabeth Altona and Rudy Altona take over the galley chores at Encinal Yacht Club's annual Xmas breakfast.

Yacht Club won this trophy permanently after taking it five times. This year they were co-winners with the Point San Pablo Yacht Club who also concurred in the presentation of this trophy once again for competition. A committee under the direction of Bill La Violette is drawing up a Deed of Trust which will be voted on by the members of the Pacific Inter-Club. This is a particularly fine gesture on the part of the Sequoia Yacht Club and provides a perpetual trophy for the opening day competition.

The California Marine Parks and Harbor Association, headquarters at San Francisco, held their annual meeting for election of officers and they elected Neil Cunningham as President for 1953. George Gerhardt will be First Vice-President; John Parker, Second Vice-President; and Jack Edwards, Third Vice-President. Marc A. Cremer will once again hold the post of Secretary-Treasurer. Charley Winslow, after many gallant years of service has been retired to a position of Chairman of the Board, and H. G. Stevens will take up the duties as State President at large. This organization at present is actively promoting a bill for passage in the state legislature to recapture unclaimed gasoline taxes for developing boating facilities; expediting the acquisition of Angel Island by the City of San Francisco



Men's committee for the Marine Ball to be given March 9 during the Sixth Annual San Francisco Boat Show. Left to right: Gen. Chairman Kenneth C. Scott, Fred Barg, Arthur H. Collbran, Bud Lowrie, Tom Rooney and David Winslow.

for recreational purposes; and assisting wherever possible any organization which is seeking to develop marine parks and harbors in the State of California. The largest attendance in history was present to greet the new district Commodore, Harry J. Greenlees at the annual meeting of the Twelfth District, U. S. Coast Guard Auxiliary, held Saturday, December 6th, 1952, in San Francisco. Also introduced were P. B. Brooks and Frank Johnson, the new Vice-Commodore and Rear Commodore, respectively, and the new training officer, Bert Simpson. Every fleet with the division and district staff officers were present to review the events of the past year and plan activities for 1953. Membership in the district has experienced a substantial growth during 1952 with every indication that 1953 will also see many new members added to the roster. Gerry Moss was again made chairman of the "Over-the-Bottom" race which was set for Saturday, April 19, 1953, and will undoubtedly be the largest power cruiser race ever held in the United States. A 1953 annual Rendezvous was awarded to Flotilla No. 54 and will take place over the weekend of September 19th and 20th, 1953. The advent of the new officers was celebrated with a dinner-dance after an all-day meeting in the Appraiser's Building.

William Larson and Peter Sutter announce their opening of Larson and Sutter Sail Makers at Pier 5, San Francisco. Larson's career started in his family loft in Sweden and he has spent seventeen years with Ratsey and Lapthorn, besides having his own loft for a number of years in Wisconsin. Pete Sutter, well-known yachtsman in the Bay Area, was with Gordon Holcombe for a number of years. The com-

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Left to right: Leslie Fulton, Jr., Jack Harris and Lester Stone, Bay Area boat builders, get together at the launching of the USS Conflict at the Fulton yard at Antioch.





-Photographs by Beckner

Peggy Slater of Cabrillo Beach YC added to her laurels by winning over 19 rivals in the PC Class at Newport Harbor YC's annual Christmas Regatta.

Below are the 7 Snipes that formed part of the record-breaking fleet of 151 that took part in the Christmas Regatta. Top man in this class was Charles Merrill of the Alamitos Bay YC.



NEWPORT HARBOR'S BUSIEST MONTH

By ROBERT M. ALLAN, JR.

ECEMBER was a month of extremes at Newport Harbor, violent storms would blast the area, followed by periods of beautiful summer weather (the hottest in 72 years). Tremendous outbursts of sailing activity on weekends contrasted with the quiet weekdays when not a boat would be seen on the placid bay. Newport Harbor Yacht Club led off with an all time record of 151 entries in its traditional Christmas Regatta which was expertly run by NHYC's crack new 1953 Race Committee under Marshall Neidecker. Probably the top skipper on display was George Fleitz who took three straight firsts in the 12-boat Star Class by tremendous margins over the like of Lowell North and Bill Ficker! The real story lay however in the beautiful sailing lesson that the old maestro Ken Davis gave the California 32's and the Ocean Racing Class with his California 32 Altamar. Ken has long been famous for his fine work at the tiller of his PIC and later the Island Clipper Conejo, but he seems to really have the combination in the Altamar and just walked through the entire fleet to win by miles over his nearest competitor. Incidentally it was the largest group of Cal 32's to turn out in years with the Andale, Amorita, Atorrante and Escapade finishing in that order. The first race was run in a squally

southeaster before a storm, and with the starts inside the Bay in the lowest tide of the year, several boats were seen to perch for valuable minutes on the mud banks while their crews shoved frantically with spinnaker poles to free them. Another top skipper-ette was Peggy Slater who sailed a steady three race series to top Kenny Watts, Fred Smales, Hilyard Brown and Dr. Suess in the 20-boat PC fleet.

Other winners:

Exterminator John Ferrier, NHYC
Penguin—7 Entries—Tina John Biby, ABYC
Lehman—13 Entries—Nadje Fred Schenck, NHYC
Feather—4 Entries—Sparklet Harold Eyestone, CBYC
Flattie—4 Entries—Garboleer Ira Rohland, CBYC
Firefly—7 Entries—Little John Andy Littlejohn, CBYC

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Five California 32's turned out for the Christmas Regatta. Ken Davis who recently sold his Island Clipper to an Acapulco yachtsman, won his first series with his new Altamar over the hot competition of this class.



KNOCKING ABOUT THROUGH THE FLEET

SO. CAL. MIDWINTER REGATTA

HE Midwinter Regatta of the Southern California Yachting Ass'n. will take place at Los Angeles Harbor from February 21st to 23rd, inclusive, with the Cabrillo Beach Yacht Club acting as Host Club.

As usual, it is open to all sailing classes, large and small. Among the large classes, three entries are required to enable a class to compete and among the small classes, five entries. Entry forms may be secured from and should be returned to Robert M. Allan, Sec'y., So. Cal. Yachting Ass'n., 551 So. Oxford Ave., Los Angeles 5, Cal.

The race for the Brokaw Trophy, around Catalina Island, which is officially a part of the Midwinter Regatta, will be held on February 28th. Ocean Racing Rule will govern.

CONDITIONS OF THE HONOLULU RACE

IRCULARS setting forth the conditions of the Honolulu Race have recently been mailed to all owners who might be interested. The race will be started in Los Angeles Outer Harbor at 11:00 A. M., July 4th, 1953, and at present almost fifty owners have asked for the conditions and entry blanks. The first entry is the Tasco, Thomas A. Short of the St. Francis Yacht Club, a boat that has sailed in the last three races of 1947, 1949 and 1951.

Those desiring full information can secure it from the Transpacific Race Committee, 6265 San Fernando Rd., Glendale 1, Calif.

GEORGE KETTENBURG

EORGE K. KETTENBURG, JR., 48, head of Ketten-J burg Boat Works, died at San Diego, December 20 after an illness of several months. His passing was a shock to pleasure boat circles along the entire Pacific Coast.

He designed-and his brother and partner, Paul Kettenburg engineered-three very successful racing yachts, the PC, PCC and K-38. The yard at San Diego is one of the largest for small boat repair and servicing on the Pacific Coast.



Left to right: Logan of C. J. Hendry Co., Fred Hall, Sales Representative of L. A. Boat Show and A. M. Walker, Mgr. of Engine Sales and Service discussing contracts to participate in the Los Angeles Boat Show.

SAN FRANCISCO AND LOS ANGELES **BOAT SHOWS**

AST month we devoted much of our issue to the Boat . Shows that are coming up this year to acquaint the American people with the pleasure boats and their equipment that will be available during 1953. In our issue we showed many of the boats, engines and equipment that will be on display at these shows.

Those whose appetites have been whetted to see these great displays should remember the dates of the boat shows scheduled on this coast very soon.

San Francisco's great exhibit will take place at the Civic Auditorium from March 6 to 15th, while Los Angeles will have an equally impressive display at the Pan Pacific Auditorium from April 9th to 19th.

OREGON OPERATIONS

DORTLAND YACHT CLUB ushered in the new year in big style-by "launching" its new clubhouse with a New Years Eve party that lasted several hours into 1953.

The clubhouse was completed, in a way, the same day the party was held. Painters, electricians and carpenters were busy right up to the last day, and by the time mem-



New clubhouse of the Portland Yacht Club which was christened with a New Year's Eve party.



Lin Ivy, Chairman of Region 10, American Power Boat Ass'n.

bers arrived for the festivities they found a spic and span brand new ballroom all ready for them.

The new building, built at a cost of a little more than \$50,000, is dominated by the ballroom, which has two large windows at the ends, one over-looking the Columbia River and the other facing N. E. Marine Drive. At one side of the room is a large brick fireplace, with a heater room and table and chair storage behind it. At the other side is the service section of the building, consisting of the galley, a service annex, toilets and dressing rooms, coatroom and stairways up and down. A porch opens from this section toward the river.

Exterior is finished in bleached vertical siding, which is expected to turn silvery within a year or two. The cupola from the former clubhouse is mounted upon a tower at the front of the building. It is in the form of a lighthouse to help night-riding boaters find their way home.

Don Byers, a member of the club, drew the plans and Duane Vergeer, secretary-treasurer, was chairman of the building committee.

While Portland Yacht Club celebrated the advent of the new year in its new building, Columbia River Yacht Club had a big time in its three-year-old floating clubhouse. Rose City Yacht Club danced to light strains at an uptown hall, and Riverside Yacht Clubbers held their party at the Canby home of Rod Lamb.

Portland Power Squadron's elementary piloting class

Officers of the Voyagers Yacht Club of Newport Beach, Cal. Front row, left to right: Staff Commodore Rolet McGwire and Commodore Paul D. Vandegrift, Back row: Rear Commordoe Allan Campbell, Treasurer Richard Lester, Director Ron Davidson, Port Captain Walter Cole and Secretary Wilbur Sargent.



completed its studies in December and 110 members took the examinations. The majority turned in good grades, according to George Donaugh, chairman of the admissions committee.

Four advanced members, Chester S. Benson, George Risley, Maurice McIlveen and J. V. B. Cox, were presented with certificates for completing their N (navigator) work, the highest grades in the USPS.

The Lady Pilots, women's auxiliary of PPS, elected Harriett Chown commander for 1953. Other officers are Sodie Byers, lieutenant-commander; Beatrice Smith, secretary; Gertrude Jensen, treasurer.

Coast Guard auxiliary units elected their officers for the coming year. Heading Division 7, which includes all of Oregon, is Elwyn G. Craven, Portland, division captain; with Kenneth Rodgers as vice captain, and G. Art Randall as training officer.

Flotilla officers follow: Flotilla 73—Commander, Chester S. Benson, vice-commander, R. M. Chown; training officer, Richard Lamb. Flotilla 74—Commander, William Herald; vice-commander, Morris Jones; trolling officer, George Risley. Flotilla 75—Commander Jerry Wildman; vice-commander, Fred Vinton. Flotilla 77—George Don. Commander, George Donaugh; vice-commander, William Postles; training officer, Manuel Glanz.

The CGA started planning for a stepped-up training program in the Oregon division and also to develop an AUXOPS (auxiliary operations) unit. The training program is a part of the new national training program for provisional members, as well as a refresher course for regular members. Art Randall as division training officer expected to announce detailed plans during January.

The Auxops will consist of about 50 of the more experienced members of the four Portland flotillas, with at least five boats, two planes and two radio stations ready for service at all times. The unit will be trained for regular coast guard functions and will be ready to assist the regular coast guard at any time.

Jerry Lampkin, Camas, Wash., is the new commodore of the Oregon Outboard Association for 1953. His wife, Margy, was reelected secretary-treasurer at the same time, and Ray McKeen, Portland, was made vice-commodore. Bill Tindula, veteran member, was given the post of sergeant-at-arms. The officers are to be officially seated January 31 at the annual commodore's ball, to be held in honor of Harris Quade, the 1952 commodore.

OOA recently purchased an acre of land on the bank of the Willamette River south of Portland for its new home and moorage. Plans have not developed far beyond the brush-cutting stage.

Rose City Yacht Club elected Tom Green, a sailing member, as its 1953 commodore. Other officers are Jack Huber, vice-commodore; Ed Ordway, secretary; Hal Saunders, treasurer; Merle Starr and Einar Lindstart, directors. Harold Spoelstra is rear commodore.

Last word from Jack and Leah Wheeler, of the ketch Gemini, was that they were enjoying the balmy weather and sight-seeing of the Marquesas islands group. They planned to sail to the Tuamotu archipelago and the Society Islands later in the winter.

WILLIAM J. CROSBY

NE of the best-known families in boating in Southern California is the Crosby family. There are several







Intercollegiate champions for 1952 are these sailors from Stanford with their trophies at Newport Harbor Yacht Club. Standing are Clark King, Mike Jager and Charles Merrill. Kneeling, Gwen Gloege, Jane Brabyn and Kim Munholland. In the second picture are the skippers and crews of the "Betty Co-ed Race." Winner was Gwen Gloege and her Crew Clark King of Stanford. They are third from the left. Third photo, the team from San Diego which placed second in the intercollegiate races. Front row: Don Adams, Dimi Howe and Alan Pirie. Back row: Jerry Fisher, NHYC Commodore Walter Franz, Carl Eichenlaub, Jr. and Bryant Kenick.



Contestants in the East-West Collegiate Sailing Championships sailed at the annual Rose Regatta of NHYC. From left, standing: Es Potter, John Nicklas, Jim Robert, Don Ayres, Jr., Phil Ramser, and Mary Ann Pearcy, who almost sweed the day for the West. Kneeling: George Parker, Don Pendleton, Mary Barrett, Dick Wooden and Bob Dickson.

brothers, all ardent boating fans who sail out of Newport Harbor. Oldest of the brothers, William J. (Bill) Crosby, died of a heart attack on December 5th, 1952. He was well known to those who have taken part in the post-war Honolulu Races, in which he sailed with Dr. Paul Van Degrift on the 37-ft. sloop *Teton*. Bill was also one of the early Commodores of the Voyagers Yacht Club of Newport Beach. He was a research analyst for the County of Los Angeles, a member of the Newport Harbor, Balboa, Voyagers, Transpacific and Hawaii Yacht Clubs.

STANFORD WINS 1952 COLLEGIATE SAILING TITLE

THE Stanford Varsity Sailing Team went to victory over twelve rival colleges in the Annual Collegiate Championships held in Lehman dinghies off Newport Harbor Yacht Club on December 20 and 21, 1952. University of California, the defending champion, slipped to fourth behind San Diego State and Pomona College in a real battle of wits and sailing skill as the closely matched six man teams sailed a complete round robin of eighteen races in winds that ranged from 27 knots on the first day to light southerlies on the second afternoon. San Diego's team led the Stanford group until the end of the 13th race when the steady skippers from the "Farm" slowly pulled ahead to finally win by a 12 point margin; Stanford 164, San Diego 152, Pomona 144, California 140, USC 104, Wash-

ington 103, New Mexico 99, UCLA 85, Orange Coast 68, Santa Barbara 41, Muir 28 and Pasadena 0 were the final standings.

Not satisfied with the team title Gwen Gloege of Stanford won the Betty Coed series for the Humphrey Bogart Trophy with a one boat length win over defending Barbara Turner of California, Marianne Pearcy of USC was third and Nancy Barber of USC fourth; Mary Barrett, USC; Jane Brabyn, Stanford; Joanne Hill, California; and Dimi Howe of San Diego State followed in that order.

The top three teams are making plans to send two representatives to the National Collegiate Championships at New York next June and the 100 skippers in competition scheduled many more dual meets and regattas for the spring quarter. New Officers include Pat Dunnigan, New Mexico Commodore; Bix Bixby, Pomona, Vice Commodore; Don Miller, Washington, Rear Commodore; and Mary Barrett, USC, Secretary at 22 Bayshore Drive, Newport Beach, California.

PURDUE CAPTURES ROSE BOWL REGATTA

VETERAN five man team from Purdue successfully A defended their 1951 victory in the Fourth Annual Rose Bowl Regatta held at Newport Harbor Yacht Club on December 29 and 30, 1952. The races were a series of match contests in 32-foot PC sloops over courses laid out inside the harbor with light winds and beautiful weather throughout. Purdue swept into an early lead with three straight victories, Jim Roberts defeating Don Ayres, Jr. of USC twice and John Nicklas taking one race from Phil Ramser. Nicklas was then disqualified in the fourth race and Marianne Pearcy showed the boys a thing or two by whipping Ed Potter twice to tie up the event at three races each at the end of the first day. The finals saw Marianne defeat Jim Roberts in the 7th race and Jim tie it up again in the 8th with a close victory. Don Ayres was then beaten by Jim Roberts in the final decider and the Big Ten took the Plaque back to the Purdue campus for another

INT'L. FLATTIE ASS'N.

RA J. Rohland is Commodore of the Flattie Association for 1953. C. Fred Harley continues as Secretary-Treasurer, having once again been elected to a Flattie post making it a continuous string since 1935.



Photographs by Beckner



Three class winners receive their trophies for the Christmas Regatta of NHYC from Race Committee Chairman Marshall Neidecker, right They are Howard Lewis, Jr., Dinkittens; Ira Rohland, Flatties and Andy Littlejohn, Fireflies.

"Senor" Fred Schenck won at NHYC's Christmas Regatta over 13 Lehman Dinghies. Here he receives first place trophy from Commodore Walter Franz. Second was Noel Wroolie of NHYC with Chick Rollins of SDYC third.

However, Fred will have help. Felix Moiteret, Vice-Commodore, has been appointed Executive-Secretary. Those wishing Flattie Association material can address him at 5554-55th NE, Seattle,

PACIFIC INT'L. YACHTING ASS'N.

THE Pacific International Yachting Association has held its annual December meeting and the sails are already billowing to get the good ship PIYA to the starting line for a great year of racing.

1953's regatta will be held in Vancouver, British Columbia, and the host is the Royal Vancouver Yacht Club.

Ken Glass, who is currently Commodore of Royal Vancouver is also elected Commodore for the PIYA. Commodore Ken is the joint owner of the 44-foot sloop Gometra, which, incidentally is being repowered during the winter months with a new Universal 65-hp marine engine. Glass joined the RVYC in 1928 as a junior and has been very active in yachting ever since.

Bud Day has served the PIYA for many years as Secretary and was again elected for 1953. Also a Royal Vancouver member he is chairman of the club's organization committee for the 1953 PIYA regatta. He has had a long association with yachting and his father, Bob Day, was formerly a commodore of the club.

The Permanent Chairman elected by the PIYA members to oversee the 1953 PIYA event is Claude Thick, of Royal Vancouver. The Permanent Chairman is not what the name might imply. He is elected every year and is liaison between the host club's committee and the association itself,

and an important job it is.

The Northwest's biggest yachting group has scheduled the years to come. In 1954, the host will be Bellingham YC, with special pageantry and significance on the event for it is also Bellingham's city centennial year.

Corinthian YC of Seattle takes on the 1955 PIYA and then in 1956 it goes to Victoria. There is much attached to the Victoria affair because the Pacific Coast Yachting Association regatta will again come to the Northwest and will be held concurrently with the PIYA.

The Measurer for the 1953 PIYA is R. Delaplace, who owns the Havoc.

Officers for the PIYA are: Bellingham, Bill Wood, vice-commodore, and Dr. Harry G. Sutherland, council member; Corinthian, K. P. Kenworthy, vice-commodore, and Bill James, council; Royal Vancouver, B. Davis, vice-commodore, and Harold Jones, council; Victoria, Tempwright, vice-commodore, and Alexander, council; and Seattle, Mid Chism, vice-commodore, and Andy Joy, council.

Tentative programming for PIYA calls for Rendezvous June 28th at Clam Bay, Long Distance race to Vancouver from Clam Bay on June 29, First Series race on June 30, Feature race on Dominion Day, July 1, 2 and 3, and Series races July 2 and 3.

CARR INLET BATTLE

THE Carr Inlet fight continues. This inlet, close to Tacoma, is surrounded by homes and is used by craft commercially. The Navy has found it particularly suited to

Left: Robert Brain, whose boner brought him "honors." Center: A specially posed photo of Bud Day and Ken Glass of RVYC, who will be active in PIYA events this year. Ken Glass is Commodore of Royal Vancouver YC. Right: Steve Chadwick, Jr., who was honored by Corinthian YC for having the best boat record of the year.



SEA and PACIFIC MOTOR BOAT

FEBRUARY, 1953



—Photograph by Ken Ollar Evert Landon's Landmark is ready for a busy season. Flying the burgee of the Tacoma Yacht Club, this converted Coast Guard craft is a familiar sight in Northwest waters and Landon is active in local and regional booting affairs. Picture was taken during the 1952 International Cruiser Race to Nanaimo.

acoustical range work and desires to restrict it.

The two cases have already been presented in Sea and Pacific Motor Boat. Briefly, yachtsmen groups are fighting the restriction because they feel that more remote harbors for the same purpose are available and that this is a case of Federal encroachment on waters customarily used annually by hundreds of citizens with boats.

A committee is going to take the fight to Washington, D. C., and they will endavor to show that this activity will cramp commercial and pleasure boats needlessly.

Whether by coincidence or due to the Carr Inlet clamor, some good news comes from the Navy to the embattled boatmen. The size of the restricted area around the degaussing range off Point Jefferson and President Point has been reduced. This has been a sore point with small boatmen. They were forced to go way offshore, often in too rough water. It was a key argument in citing that once the Navy takes over an area and restricts it, the private travel suffers. Opponents of Carr Inlet feel that a by-product of their battle is the reducing of this area.

INTERNATIONAL CRUISER RACE

THE International Cruiser race will run from Poulsbo, Washington, to Vancouver, British Columbia on July 4th.

That is only part of the race fun being offered this year to Northwest power boatmen. There will be another cruiser race that begins at Vancouver, goes to Prince Rupert, B. C., and from there to Juneau, Alaska.

There are two sets of entry blanks being sent out to cruiser owners. One for each race.

The Alaska part of the junket is being called Capital-to-Capital. This stems from the old Olympia, Washington, to Juneau, Alaska, races and is virtually the same in that the race is from Puget Sound to Alaska for those who make the double entry. Readers can address requests for entry blanks and full information to I.P.B.A. Alaska Race Committee, Box 54, Seattle 11.

The committee for setting the final rules and regulations, all control point data and material, is co-chairmanned by I.P.B.A. President Frank Morris and Ray Hart, Jr., Bremerton, for the Alaska race, and the chairman for the regular I.P.B.A. race is Vice-President Evert Landon.

Committees were meeting in January to complete the job and these will be announced in the March issue of Sea

and Pacific Motor Boat.

The Alaska section of the race, which is not compulsory to the Vancouver race entrants, will be based on daily control points and rendezvous stopovers each night. Cruisers will not be required to run heavy weather to avoid penalties and the fundamental will be the combining of a pleasant cruise and a predicted log race.

There will be other aspects to the race. It will be in the form of a "Get-acquainted-with-our-Alaska-neighbors" race and stopovers will be planned to afford some activities along the goodwill tour line.

Eleven had sent in their entrance fees by Christmas: George Patton, Aileen, Nanaimo; T. Pakenham, Geva, Vancouver, B. C.; Rudy Mueller, Winifred Ill, Tacoma; Ray Hart, Jr., Donolie, Bremerton; Howard W. Irwin, Joje, Portland; Frank Morris, African Queen, Everett; Hal Salverson, Sea Tramp (winner of 1952 International Cruiser Race to Nanaimo), Tyee; C. C. Calkins Jeri Lynn, Spokane; Les Trabert, Sea Idle, Queen City; W. H. Ostruske, Willopeg, Tacoma, and George Ross, Nika, Seattle.

SEATTLE OUTBOARD ASS'N.

THE Seattle Outboard Association has elected Max Whitcomb, Jr., its commodore. Other officers elected are: Jim Spinner, vice-commodore; Harold Tolford, secretary-treasurer, and George Orovitz, sergeant-at-arms. Trustees are C. W. Jones, Austin Wheeler, Bill Rankin and Clayton Shaw.

THE "SUNSET FLEET"

EVERY city and section has attractions to impress its visiting dignitaries. The west has more than its share and one of the finest and most distinctive means of entertaining visitors is on our beautiful waterways.

In cooperation with the Seattle Chamber of Commerce, the yacht clubs of Seattle have laid out a sterling plan for 1953. Called the Sunset Fleet it is composed of yolunteer boats from Queen City Yacht Club, Seattle YC, Ranier, Corinthian, Tyee and Meydenbauer.

A two-hour cruise is offered visiting groups of importance and no volunteer boat is required to go out more than twice a year. It is a two-hour cruise of the Seattle waterfront, the Lake Washington Ship Canal and Lake Washington itself.

The first Sunset cruise took place in early December when a party of Milwaukee, Wis., city officials swung



Winners in the Long Beach Power Squadron's Fishing Derby. Left to right: Dr. Arthur Frist, Helen Powell, Hal Powell, Dr. Claypool and Bud Weinheimer.

north to look over Seattle after a meeting in Los Angeles. The seven men went aboard Roy Nicholson's cruiser Widgeon for the entertaining and informative trip.

Commodore of the Sunset Fleet is Charles Frisbie of Corinthian. Vice-Commodores include Chatham Burt, Phil Lewis, Ed Kennell, Jr., and Norm Ledger.

OFFICERS OF LOS ANGELES YACHT CLUB

OS Angeles Yacht Club held its annual meeting on December 5th. Officers elected for 1953 were: Carl M. Heintz, Commodore; Gabriel M. Giannini, Vice-Commodore; Lewis J. Whitney, Jr., Rear Commodore. Directors: H. J. Barneson, Jr., Sidney Bishell, William Gillette, Alex Irving, Lee Miller, Ralph Phillips, Charles Schimpff, John R. White and John S. Chapman.

OFFICERS OF LONG BEACH YACHT CLUB

THE officers and directors of the Long Beach Yacht Club seated E. H. Riesen as their 1953 Commodore at a dinner meeting Dec. 16. The vote of the membership was unanimous. Also elected were J. Walter Martin, Vice-Commoder; Ted C. Sten, Rear Commodore; Johnnie Miller, Fleet Captain; and Stanley Weidrick, Port Captain.

New Junior Staff Commodore Ed Simonis noted that Long Beach Yacht Club had made rapid strides in 1952, and was entering a crucial period in its history-expansion.

—Photographs by McCall
The wet skippers and crews after the first race at San Diego for the
catamarans known as the "Sea Cats." Left to right: Richard Szakacs,
Jean Bryson, Chuck Warren, Bob Szakacs, Bud Everett, Norval
Diamond, Bud Davies and A. B. Mandeville.



A motion of appreciate was given Simonis for his able leadership during 1952.

LONG BEACH USPS NEWS

THE Long Beach Squadron of USPS celebrated its second annual fishing derby with a steak dinner at the Officers Club. Trophies for the largest sword fish, a 206-lb. Marlin, went to Helen Powell and Dr. Frost. Dr. Claypool won Trophies for the largest Yellowtail and largest Barracuda. Dr. Frost won his second Trophy for the largest Albacore weighing 29½ lbs. and caught with 3/6 tackle. Bud Weinheimer who was runner up for the largest sword fish with a 187½ lb. Marlin, won the trophy for the first Albacore caught in the Squadron.

Members of the Women's Auxiliary known as the "Sea Bags" also participated in the fishing derby.

U. S. POWER SQUADRONS SPRING CLASSES

DISTRICT 13 has announced dates and locations of the free classes in Piloting and Small Boat Handling. These classes are rapidly growing in popularity with over 600 men and women enrolled in the classes held last Fall.

The course which lasts eight weeks is open to all men or women who are boat owners or are interested in any phase of boating. Subjects included in the lectures are Seamanship, Rules of the Road, Equipment, Government Regulations, Safety, Mariners' Compass, Aids to Navigation, Charts and Piloting, and Manners and Customs on Shipboard.

Starting dates and locations of classes are as follows:

Date Place Time

Balboa, Jan. 19—Newport Harbor Yacht Club....7:30 PM

Los Angeles, Feb. 9—

Santa Barbara, Feb. 19—
Santa Barbara High School.......7:30 PM
San Diego, Feb. 9—USNR Training Center,

3400 Dewey (Municipal Airport)......7:30 PM ROBERT MOULTON

LOS ANGELES POWER SQUADRON

A FTER a lapse of eight years, the N Club has been reorganized under the new name of "The Navigators Club of Los Angeles Squadron." After the election of Dr. Shultz as President and W. Myers as Secretary, it was decided that all N's of Los Angeles Squadron will automatically become members. The following are the aims and purposes of the Navigators Club: (1) To keep abreast of latest information and methods in navigation; (2) The study of navigation in its relation to exploration and adventure; and (3) stimulation of interest of Squadron members in the navigation course.

The following were elected unanimously to steer the course for 1953 for Los Angeles Power Squadron: Commander, Adam McOuat N; Lieutenant-Commander, Hal

Davis AP; Secretary, Dr. Ellwood Shultz N; and Treasurer, Charles Manning AP. The Executive Board: John Stick, Sr., AP; Harold Mason N; Don Jensen AP; Les Steers AP; Eric Weisberg AP; Robert Hoffman AP; and Lee Springer AP. The Squadron feels that with this fine group of officers we can't help but surpass our accomplishments of 1952.

December also saw the conclusion of the largest EP class in the history of Los Angeles Squadron. One hundred and forty hopefuls took the examination, and 126 successfully passed. WM. MYERS

SAN FRANCISCO POWER SQUADRON CLASSES

Power Squadron, San Francisco Squadron, February 11, 1953.

The courses will start on that date at the Marina Junior High School, San Francisco, at 7:30 p.m.

For more details address a card to P.O. Box 4069, San Francisco, California.

U. S. POWER SQUADRONS

SEATTLE Power Sqaudron's Nominating Committee selections of officers for 1953 were unanimously elected during the December meeting at the Transportation Club. Elected were Harry Schwartz, Commander; Dr. William H. Godefroy, Lieut-Commander; Kennith R. Ross, First Lieutenant; Bruce C. Beck, Jr., Secretary; Thomas M. Shannon, Treasurer; Raymond D. Harting and Philip G. Baker, Executive Board. Schwartz served last year on the Executive Board of the Squadron and was a member of the Governing Board of the United States Power Squadrons.

In line with the new policy of the USPS to give free examinations to any students of their piloting classes and give them a non-member certificate which will qualify them on education should they wish to become members resulted in the Seattle Squadron having over 200 take the examination at the U. of Washington.

The Seattle Squadron will provide 12 boats for the new Sunset Fleet which will provide cruises for important visitors to the Boating Capital of America.

The Tacoma Power Squadron has elected officers for the coming year. Those to serve are Robert D. Sprenger, Squadron Commander; Neil H. Armstrong, Lieutenant-Commander; Stanley Steffens, Secretary; Howard V. Branchflower, Treasurer. Sprenger served last year as Lieutenant-Commander and was District Representative on the Educational Planning Committee of the United States Power Sqaudrons.

RUTHERFORD B. HAYES

A NOTABLE VESSEL

FOR several months John S. Griffith of Lakewood, Cal. searched for a slightly larger auxiliary than his 66-ft. ketch Nam Sang. He enlisted the help of David L. Fraser of the George Michaud Co.'s Newport Harbor office. They flew to New Orleans to sail aboard one of P. L. Rhodes' famous Rhodes 77's. The next thing was to find one of them for sale. Fraser located Maaroufa, owned by Henry Babson of Chicago, and the deal was closed. The boat is now being moved down the Mississippi River to New Orleans, where she will be rigged and delivered to the new owner in Florida. After a short cruise through the Bahamas, Maaroufa will proceed through the Panama Canal and up the coast to her new home port, Newport Harbor,



—Photograph by Al Weymouth Season's trophies were presented last month to winners of Lake Millerton Sailing Ass'n.'s 1952 events.

California.

This is a very fine vessel, 77'2" x 55' x 19' x 6'6", of keel and centerboard type, designed by P. L. Rhodes and built of steel in 1947 by the Burger Boat Co., Manitowoc, Wis. Decks and all exterior trim are of teak and she is powered with a 6-cyl. GM Diesel which gives her a cruising speed of 9 knots. The owner expects to enter her in the Honolulu Race, where she will be a boat to watch, for her moderate draft should enable her to slide down-wind with little resistance.

In the meantime Nam Sang has been sold by the George Michaud Co. to Phillip Farrar of Fresno, Cal., who expects to keep her at Newport Harbor and to enter her in many of the ocean races of the coming season.

Another recent sale by the George Michaud Co. is that of the K-38 Lost Fortune II to Gould Eddy of Los Angeles for Carl Hanna. The boat has been renamed Santa Lucia III. Mr. Hanna in turn has now purchased a 40-ft. Wheeler

Maaroufa, one of the famous "Rhodes Seventy-Sevens," has been purchased by John S. Griffith of Lakewood, Cal., from Henry Babson of Chicago. She is now on her way to the Pacific Coast and will be a contender in the Honolulu Race, starting from San Pedro on July 4th.



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and Agitation in the Paint Industry," by Stanley Yokell, P.E.
SHING COMPANY, INC., 1321 Arch Street, Philadelphia 7, Pa.



-Photograph by Clarence Albecker

Members of the Womens CG Aux. Flotilla 108 visiting the Womens' Ward at the Veterans Hospital at Sawtelle, Cal. Duncan Gleason is holding a drawing of one of the patients which he has just completed and will present to the subject.

WOMEN'S FLOTILLA 108

IN addition to their avowed purpose, SAFETY AT SEA, many flotillas of the United States Coast Guard Auxiliary engage in other altruistic projects and the Women's Flotilla 108, 11th District, is no exception. Members go once a month to Wadsworth Veterans Hospital at Sawtelle, to entertain the patients. Being a women's flotilla, it is natural that they would select the Women's Ward, where war nurses, SPARS, WACS, and members of all branches of the service are confined in beds or wheel chairs.

Eva Fisher, Vice-Commander, is in charge of this activity, assisted by Dorothy Gleason, Commander, Florence Walker, Evelyn Wooster, Margaret Wells and others. Sketch artist Duncan Gleason accompanies the group and makes portrait sketches which are presented to the sitters. Bingo is a favorite game with the patients, who win prizes from the well stocked carton of gifts. This is followed by piano numbers by Dorothy Gleason.

DUNCAN GLEASON

At the annual birthday dinner and dance of the Yacht Masters & Engineers Club of So. Cal., a strictly social organization. Left to right: Harry Herbst, Jr., Quartermaster and Captain of the Glissando; W. H. Van Landingham, Vice-Pres. and Skipper of the Minerva; Noah Roberts, Pres. and Master of the Clearine; and Lennox Hubbard, Quartermaster, Master of the White Cloud II.



SAN LUIS YACHT CLUB

THE San Luis Yacht Club culminated a very successful sailing season with the 14th annual presentation dinner held in the clubhouse in Avila. The new officers for 1953 were installed. Handing over the gavel to H. J. Wilkinson was retiring Commodore Robert Woolf who served for two terms. Perry McBeth replaced Jack O'Brian as Vice-Commodore; Dan Law succeeded Dr. A. M. Wolfe as Secretary-Treasurer, and Robert Weishar replaced Earl Duclo as Port Captain.

Jack O'Brian received the McBratney Trophy for outstanding service to the club during the past year. The retiring commodore also expressed his appreciation to the heads of the standing committees and presented them with small trophies.

Awards for the season's boating activities were presented as follows: Flattie class, 1st place, Howard O'Daniels; 2nd, Vaughan Wright; 3rd, Delbert Hollinger. Snipe class, 1st, Bob Woolf; 2nd, Gerard Parsons. Predicted log races for power boats, 1st, Parnell Tilley; 2nd, Bill McDaniels. The Power Boat Trophy was designed and built by members of the club. Fish trophy for catching the largest fish went to Frank Cole, who won it for the second straight year.

VAUGHAN WRIGHT

THE NEW BRIDGE MARINA YACHT CLUB

NEW yacht club has been organized at Antioch, California, known as the Bridge Marina Yacht Club. It already has 90 members, who keep their boats at one of the finest marinas in the West, the Bridge Marina Yacht Harbor. There are 158 berths here, 98% of them covered. There is an excellent restaurant with bar capable of taking care of 125 people at one sitting, with a banquet room on the upper deck which can handle a like number at the same time.

An applicant for membership need not be a tenant of the Bridge Marina Yacht Harbor, but must be a boat owner, either sail or power.

Officers of the new club are: Dr. Joseph Somberg, Commodore; Ming Holeman, Vice-Commdore; Ed Bishop, Rear Commodore; Les Irish, Secretary; and Tony Sparacino, Treasurer.

UNDER DIAMOND HEAD

HIEF business of Hawaii's yacht clubs at year's end was holding annual meetings, election of new officers, and trophy presentation dinners.

Kaneohe YC was first to select 1953 officers, at a business meeting late in November. Wally R. Hawkins, skipper of Lightning Mikihala, will take over the Commodore's three stars. Assisting him will be Harry H. "Hut" Hutton as Vice-Commodore, with 1952 headman Jess Ryno making the traditional step down to Rear Commodore.

Other KRC elective officials will be Ray Buisseret as Secretary, Bill O'Heron for Treasurer, and Jens Schultz, Jr., as Auditor. Waldron Barrere and Robert L. Wood will serve as Directors.

Hawaii YC elections named Louis A. Valier, owner of the yawl Tere, as Commodore. Others in HYC's Board of Governors for 1953 will be Vice-Commodore, Lyle Allen; Rear Commodore, Bill Maertens; Historian, Ralph Mesick, and Treasurer, Alan Orman. Simmerer, last year's Commodore, will serve as Staff Commodore, and Marjorie Valier will act as Recording Secretary.

Waikiki YC's elections saw Lawrence H. "Larry" Haus climax his years of service to the club by becoming Commodore. Larry previously served on numerous committees, held office as secretary, rear, and vice-commodore. He owns the 110 sloop Skeeter, a two-time season champion.

Backing Commodore Haus will be Vice-Commodore Bill Nock, Rear Commodores for Sail and Power Tom Watt and Ez Parker, Treasurer Warren Upper, and Secretary Grant Morse.

Among proposed amendments to WYC By-Laws considered at the annual meeting, a new non-resident membership (chiefly for members moving to the mainland) was approved, and a proposal to open flag officer positions to non-boat owners was turned down.

Honolulu was visited by a real windjammer early in the month. It was the barkentine Almirante Saldanha, a train-

ing ship for the Brazilian Navy.

Shark danger appeared to be on the increase in the waters off Oahu. A 22-foot monster attacked and killed the Filipino captain of sampan Rainbow while fishing off Waianae. Earlier in the year a man disappeared from a dredge near Ala Moana Channel. When his body was recovered, an examination revealed an injury believed to be a shark bite.

George E. "Pete" Goss of Waikiki YC was awarded the Cosette Morrison trophy for 1952, as the man who had contributed most to Island yachting during the year. His efforts in pushing the first Hawaiian Invitational Regatta were recognized not only by his own club, but also by Kaneohe YC. Bill Maertens was nominated by Hawaii YC, for his efforts in organizing a junior fleet and training youngsters in sailing, seamanship and racing.

BOYD HILL

SAN JOAQUIN SCUTTLEBUTT
By IRENE SANFORD

ILLERTON MOORINGS—Junior sailing club members shivered and shook as they waited their turns in the annual Frost Bite Dinghy races held on Lake Millerton on December 14th. Jon Berstad, a Fresno high school student, took first place; Elliot Daley, also high school, took second; and Jim Wyatt Jr. and Walter Daley, junior high, tied for third. Several of the competing eight and ten year olds, not discouraged by the presence of the "big kids," promised an upset in race results next year. Two senior Lake Millerton Sailing Association members, Commodore Holden Sanford and Alan Daley, served as race committee.

YOSEMITE LAKE YACHTING — Many yacht clubs have brought together a group of young people and have attempted to encourage the formation of a junior sailing club. But few clubs have taken as practical steps as the Merced Yacht Club. Norman Mellow, a teacher at Merced High School and also an enthusiastic Mercury sailor, has been influential in drawing together a large group of high school students who would like to learn to sail. Don Flammer, another Mercury sailor, has arranged for cutrate purchase of El Toro's when bought in quantity. The local bank has guaranteed assistance in their financing. Bob Gaestel, Mercury national champion, has held classes in boat building in his place of business, where they have a kit and a finished El Toro on display. Already eight kits have been purchased by senior yacht members, who have

started their construction with the assistance of the high school students.

SAN JOAQUIN RIVER SAILORS—It is in Stockton in the winter where the river is freshly melted snow and the wind is tinged with ice from the Sierras. And it is the Stockton Sailing Club which regularly takes the shortest breathing spell of all in December, then splashes back into the water in January, perhaps to prove to the world that its members are either the hardiest, the sturdiest—or the foolishest. The first race of the year is their aptly-named Ice Follies, an annual affair, this year to be held over the January 31, February 1 weekend.

The officers for 1953: Dr. David Stadtner, commodore; Bill Chase, vice commodore; Phil Newton, rear commodore; Fred Bacagalupi, port captain; John Clayworth,

secretary; Bob Soderbery, treasurer.

Henry Brandstad, of Stockton Yacht and Sailing Clubs, has started the reconditioning of his 42-foot yawl Coquette, in preparation for the Honolulu race in June.

INLAND EMPIRE SEA

MPRECEDENTED low water forced the hauling of most of the boats on Lake Coeur d'Alene this winter. Storage space, as might be expected, was at a premium. The same low water, due to an extremely dry summer

and fall, caused a regional "brown-out."

The Spokane Sailing Club held its annual election and chose the following officers: John Kendall, commodore; Oscar Brewer, vice-commodore; Clare Veasey, secretary; and Bill Bigelow, treasurer. The position of racing chairman has not as yet been filled.

The 1953 racing season on Coeur d'Alene Lake may get off to a late start due to the low water, but the Spokane Sailing Club is planning an active season as in the past. There will probably be about 15 races and four or five organized cruises, dates to be announced later by the new racing chairman when appointed. Again this year plans are being made for races between Spokane and Seattle Knockabout crews.

The new home of Carstens Marine Supplies on and after February 1 will be at the corner of Third and Washington in Spokane. Their new quarters will be modern and much larger, with a customer parking area. They are greatly expanding their marine supplies department and will now have room for a special outboard shop, and better displays—including outdoor displays during the day.

JEAN PARTRIDGE THOMAS

PENGUIN CLASS NEWS

The end of the racing season means nothing to the San Diego Fleet where somebody can always find some excuse for a race. Early in December, 7 boats turned out for a race around Shelter Island, the course actually being broken into two races by time-out for lunch at a half way point. The day turned out to be beautiful so the strong tide and light wind went almost unnoticed. Fleet Captain Herb Sinnhoffer had an uncontested first place at the end of the heats, as he won both races, but the scoring beyond that point showed a four-way tie that was settled by drawing numbers out of a hat. On this basis, Fred Cutchshaw was second, Charles LaDow third, Bert Israel fourth, and Gene McCormack fifth.

Following a long lull in racing in deference to holiday festivities, seven skippers, all from Alamitos Bay, entered

(Continued on Page 42)

TRADE WINDS

THE MARINE BALL

NE of the highlights of the eighth annual San Francisco Sports, Travel & Boat Show to be held in the Civic Auditorium March 6-15th inclusive, will be a gala Marine Ball sponsored by the Associated Boat Industries of Northern California, of which Roland E. McCune, McCune-Merifield Co., San Francisco, is president. It will take place at St. Francis Yacht Club on March 9th.

"The purpose of the marine ball", said Kenneth C. Scott, John G. Rapp Co., chairman of the Marine Ball Committee, "is to honor the boat and marine supply and equipment exhibitors, who will be attending the Boat Show from all

over the country."

Serving with Scott on the committee are: Tom Rooney, manager of the San Francisco Sports Travel & Boat Show; Fred Barg, Johnson & Joseph Co.; B. R. "Bud" Lowrie, Lowrie's Yacht Harbor, San Rafael; David Winslow, Geo. S. Lacy Co.; Roland E. McCune, McCune-Merifield Co., and Arthur H. Collbran, Arthur H. Collbran Co.

BOAT SHOW AT BRYANT'S MARINA

L AST spring Bryant's Marina in Seattle put on its own boat show and no less than 35,000 people attended. Therefore it has been decided to do it again in 1953, from March 7th to 15th, inclusive.

Over half a million dollars' worth of boats will be on display, including seven or eight models of Chris-Craft of varying sizes, Bryant's own line of small craft, fishing vessels and several lines of boats for which Bryant's Marina is the dealer. In addition there will be a tremendous display of marine hardware and equipment of all kinds, as well as marine engines, including Chris-Craft and Evinrudes.

BROCHURE OF STEPHENS BROS.

S TEPHENS Bros., boat builders of Stockton, Calif., have recently issued a very fine brochure, tracing the history of the company since it was organized in 1902. It tells of the great interest in the sea manifested by Thod and Roy Stephens when they were little boys and how when only teen-agers they built a 33-foot sloop in which they cruised as far as Santa Cruz. That was the unofficial start of business, for soon they were receiving commissions to build boats.

Now it has grown into a very large plant with contracts for Navy minesweepers and with lines of stock power and sailing boats and with the second generation in charge of a still expanding business. The brochure is beautifully printed and is written in a way to hold the interest of the reader to the very last word.

DEALERS FOR QUARTERMASTERS

OUGLAS S. EVERED, sales manager for the Cowelco Co., manufacturer of Quartermaster pilots has announced the appointments of dealers for the automatic pilots: Freeman Lang in Honolulu; Kettenburg Boat Works in San Diego; and Fellows & Stewart Inc., on Terminal Island.

MARINA FORUM

ALTER FRANZ, president of the South Coast Co., Newport Beach, Calif., participated in the Marina Forum held in conjunction with the New York Boat Show. The discussion consisted of problems of construction, selecE. G. Henderson, Gen. Mgr.:
Universal Motors, came to
Seattle in December to call
on Pacific Marine Supply
Co., Universal distributors.
Belaw: John Wright & Sons'
marine hardware store on
the breakwater at Santa
Barbara is the gathering
place for all those interested in boating in this So.
Cal. port.





tion of site, financing, private and municipal marina ownership. Mr. Franz was the only member on the panel from the West Coast.

NEW GRAYS FROM HALL-YOUNG CO.

OE GONZALES, Hayward, Calif., owner of the 25 foot Owens cruiser Jou-Jou, has repowered that craft with a Graymarine Model 115, which was purchased from and installed by Hall-Young Co., Fishermen's Wharf, San Francisco, Hall-Young Co. also supplied a new Equipoise propeller, and Aquaclear water feeder.

The well known eight metre sloop Hussy, owned by Henry Bleuler, Aeolian Yacht Club, is getting auxiliary power, a Graymarine Sea Scout, purchased from and installed by Hall-Young Co., Fishermen's Wharf, San Fran-

cisco.

SAFETY CONFERENCE

OHN N. ROBINSON, of the Marine Office of America, delivered a speech at the National Motorboat Safety Conference in New York. Also participating in this conference was P. J. Eckart, director of research of the C. A. Woolsey Paint Co.

DEXOLIUM MARINE DECKING

DEXOLIUM Marine Decking is now available for use on private boats. This material, a vinyl-coated Fiberglas, was developed for the Navy and Coast Guard as a durable deck covering.

The Navy is using Dexolium on the entire weather deck of its picket boats, and has authorized its use on certain areas on destroyers.

Dexolium is a fire retardant, weatherproof marine decking consisting of a woven Fiberglas base, to which is fused



nan MARINE DIESEL ELECTRIC PLANTS

3,000 WATTS, Model 3MDSP

5,000 WATTS, Model 5MDRP TWO-CYLINDER OPPOSED

Enjoy all-electric living afloat with Diesel safety and economy!

Here's plenty of low-cost, dependable electric light and power to make life aboard your craft even more safe and enjoyable. Plant starts at the push of a button, supplying electricity for radio, ship-to-shore phone, refrigerator, pumps, lights, ventilators and other equipment.

Designed for marine use, these Onan water-cooled Diesel Electric Plants are unusually compact with clean design simplifying installation. Operate economically on a variety of Diesel fuels.

Both 3KW and 5KW models in all standard A.C. voltages; 32-volt 3KW battery charger. Whatever the electrical needs of your craft, these new Onan Marine Diesel Electric Plants will serve you better.

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BUDA ENGINE & EQUIPMENT CO. 551 Mission St., San Francisco, Calif. 2580 N.W. Upshur, Portland, Oregon 218 N. Avalon Blvd., Wilmington, Calif.



Left: Robert Carter recently moved to the Northwest and brought his own boat, a cutter, with him. He is now in the marine department of the General Insurance co., Seattle.

M. A. 'Tony' Mattes is a boating enthusiast from San Francisco, where he is Mgr. of Adv. Dept. of Standard Oil Co. He and some triends will bring a power cruiser North soon for some cruising in the Northwest.



a fire retardant plastic. The product, being a fused material on glass, has exceptional resistance to wear and aging, as well as exceptional dimensional stability in extreme temperature and moisture changes. It is permanently fire retardant and never needs re-treating to reclaim its properties. It is light in weight—less than two ounces per square foot—and is easily applied and easily cleaned. The non-slip and wear resistance properties are very high.

WEAR RESISTANCE is four times that of Battleship

TENSILE STRENGTH is over 14,000 pounds p.s.i. in accordance with A.S.T.M. standards.

STATIC FRICTION COEFFICIENT: Dexolium Decking in contact with:

LEATHER	RUBBER
Dry-0.91	Dry-0.97
Wet-0.805	Wet-0.805

A NEW KERMATH

THE 38-foot cruising ketch Mariachi, owned by Mel Morrison of Los Angeles, has been given a 65-hp Kermath diesel engine, 2:1 reduction, supplied by Fellows & Stewart, distributors for Kermath engines. The Mariachi was built in San Diego and is famous for her three-year cruise in the South Seas when she was owned by John Townsend.

GROWTH OF MISSION BAY

CLENN A. RICK, planning director for Mission Bay, San Diego's 4500-acre water playland, recently announced that the Bay will have within the next 10 years nearly 5,000 boats, which will have an assessed valuation of more than three million dollars.

He also predicted that 10 years after the Mission Bay development is completed, it will bring the city a revenue of nearly a million dollars a year.

NO MAJOR CHANGES AT WESTLAWN

ESTLAWN School of Yacht Design and Westlawn Associates contemplate no changes for 1953. The School is now in its 23rd year as the only educational institution teaching the profession of yacht design as a separate profession from naval architecture as it applies to the design of ocean-going steam or Diesel ships. School secretary E. S. Nelson reports that the enrollment in the home study course is now greater than at any time in almost a quarter of a century and that almost two-thirds of all of the men practicing the profession of yacht designing are either graduates or students well advanced in their scientific studies. The School retains its certificate of approval from the Division of Higher Education, New Jersey Department of Education.

The Westlawn Associates division, composed of the School's teaching staff headed by Gerald T. White, will continue the practice of yacht design with stress being placed on the consultation phase. While they still intend to carry their line of over 200 stock plans and to provide custom designing, they do feel that the consultation part of their activities provides the finest service of this sort that is available.

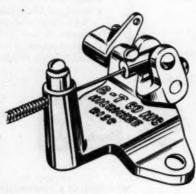
HOPES FOR VENTURA HARBOR

ALTON MUNGER, of the Ventura County Boat Club, reports that the Commissioners of the Ventura Port District are planning to secure the services of a qualified harbor engineer in the near future. This will be a very definite step toward harbor development in Ventura.

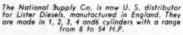
CAPT. ERNEST KOLLBERG

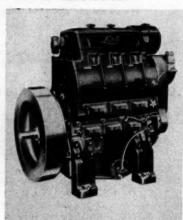
CAPT. ERNEST ARTHUR KOLLBERG, whose last command was the big racing schooner *Morning Star*, died Dec. 16 at his mountain cabin near Malibu. Captain Kollberg first sailed on sailing boats from Sweden and settled in San Pedro in 1924.

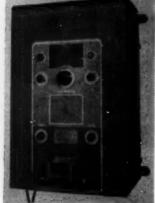
Radiomarine's new radiotelephone transmitter-receiver is designed to comply with the latest and pending FCC regulations. The new eleven-channel radiotel features a separate power unit for 32, 115 or 230 volts DC or 115 AC operation.



The 8-T Co., Milwaukee, manufactures this throttle adapter for owners of Evinrude and Johnson Big Twins. Safety throttles are required on these motors in all sanctioned races.







SEA and PACIFIC MOTOR BOAT

Cruising is carefree aboard "Blue Peter"



BLUE PETER, owned by H. W. McCurdy, Preside Puget Sound Bridge and Dredging Co.; Past Comm Honorary Life Member, Tazama Yacht Club.

Know the exact depth of water beneath your keel - navigate strange waters and unfamiliar channels — locate safe anchorages . . . even find fish! With a FATHOMETER Echo Depth Sounder aboard, you cruise in confidence. It pays for itself in low cost protection for your boat — adds new interest to yachting. See your authorized Raytheon Marine Dealer.



Submarine Signal

ECHO DEPTH SOUNDERS



Submarine Signal FATHOMETER * CADET

An accurate yet low cost indicating so for small power and sailing craft. Shows depths from 1 foot to 160 feet at 900 soundings per minute. Finds fish, warns of shoals, ledges, underwater hazards. Installs in most boats without lay up or holes in hull.

Submarine Signal FATHOMETER* JR. Recording Models 1373 and 13735

Records contour and type of bottom on moving ch length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms, Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.



Submarine Signal FATHOMETER* JR.
Indicating Model 1080C

A red light indicator that shows water depth benef keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoats, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.



10, 25, 35 and 100 watt models . . . new in design, more compact, easier to install with all the latest features you need for dependable contact with share, coast guard or other vessels.



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PENGUIN CLASS NEWS

(Continued from Page 37)

the traditional Newport Harbor Yacht Club's Christmas Regatta despite a prediction of rain. On Saturday the lone race was staged between showers but Sunday morning the racers got damp. By the last race Sunday afternoon, however, the skies relented and the series finished in beautiful weather. Rain or shine, it was certainly John Biby's week-end as he swept the regatta with three first places to total 2½ points. Dana Brown was second with 10 points, and Sid Exley third with 11 points.

In case you have any complaints, problems, or brainstorms, the man to see is Sid Exley of the Alamitos Bay Fleet. He was recently appointed Regional vice-president for our area.

LEAH RUBY

CORINTHIAN YACHT CLUB

THAT growing, enterprising Corinthian Yacht Club of Seattle—the club that has brought almost round-the-clock, round-the-calendar organized sailing to Lake Washington—polished off the busiest year in its history with a banquet in early December.

The Corinthians are immediately taking a look to the future. They will host the Pacific International Regatta in 1955. Conceivably it could be a different kind of regatta where racing and boat rendezvouing is emphasized and clubhouse social minimized. The Corinthians do not have the facilities for shoreside mass entertaining. Therefore, they may hold the regatta elsewhere than directly in front

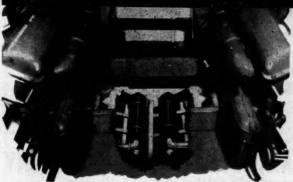
of their Lake Washington home. Many sailors, not Corinthians, believe that the CYC boys will make 1955 a refreshing and successful event.

On the election side, Garry Horder, well-known in sailing circles all over the Coast, will serve as Commodore this year. Other officers elected include: Vice-Commodore, Elliott Mock; Rear-Commodore, George Spaulding; Secretary, Lorraine Walker; Treasurer, Jay DeFriel; Fleet Captainfi Stephen Chadwick, Jr.; Fleet Surgeon, Dr. Henry B. Barrigues; Regatta Committee Chairman, Harry Sutch; Judge Advocate, Robert Ivie; Trustees, K. P. Kenworth, Franz LeSourd, Milton Flaten, Don Amick, Geo. W. Miller, Hans Otto Giese, Bernard Sevener, Peter G. Schmidt and Charles Bryant.

You will note that Stephen Chadwick, Jr., is fleet captain. He received another honor when, as skipper of the Wild Flag, he was named winner of the CYC Boat of the Year trophy. Wild Flag and its skipper were outstanding in racing during the year. Also taken into consideration were sportsmanship and general club leadership.

Robert Brain probably is having more jesting fun over his trophy, the Doghouse award, though there are no direct honors connected with it. In short, Brain was brained with a series of mishaps that shouldn't even happen to a doghouse recipient. He anchored in a harbor and planned an early departure. But he ran aground in weighing anchor. He pushed on the spinnaker pole in boat-hook fashion and it slipped from his grasp, floating away. He retrieved it by swimming, but came back on the high side of the boat and

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Cool Direct with Raw Sea Water

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Let the roll of the boat clean the
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Gives crystal-clear drinking water
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couldn't board her. In the meantime, his pants buttons pulled loose in the clamoring and he got back aboard pantless. The tide came in, the boat floated free and he left without a struggle.

THE SKY AND THE SAILOR
A History of Celestial Navigation

H. A. CALAHAN, Harper & Brothers, New York
THE science of celestial navigation has captured the imagination of people since man first went to sea on his crude raft.

This book tells us how the world got its knowledge of the heavenly bodies, the shape of the earth, the systems of winds, tides, currents, and oceans, that nature put on this earth. Then, man with all of his shortcomings, comes into the story to try to harness the elements and interpret the stars for the benefit of his puny ships.

Therein lies the story of man's determination to solve the vast problems of universe and preserve the records of his findings

The author, H. A. Calahan, a man born of the sea and who lives by the sea, performs in a masterful manner the task of jettisoning the recorded mistakes of many centuries of nautical history which people had come to accept as the truth. In a short period of reading we find that many of our cherished figures of long ago disappear down the hawse pipe of stern reality when the facts are carefully scrutinized and scientifically analyzed. We find that Prince Henry, the Navigator, never navigated, that Amerigo Vespucci never left the Atlantic, that most people who were concerned with navigation when Columbus made his famous voyage knew the earth was round, and the great man himself had undoubtedly already been over to the New

World before he got Isabella to finance his trip. She did not pawn her jewels to do it, either.

Next, we are shown the great contributions of the Greek astronomers and mathematicians to navigational science and the struggle during the middle ages to preserve their accomplishments. The drama of the church and its rather practical effort to keep enshrouded the priests' navigational knowledge is treated by the author in a frank way that makes sense to the layman. Another triumphant advance and its effects are examined when the impact of printing press is fitted into the pattern. And last, but not least, the author presents intimate views of the many heroes who gave their fortunes and sometimes their lives, to bring the necessary facts of this science to the man on the ship.

Very few who pick up this book will lay it down before the last page is read. The readable, informal style, and the attractive subject matter would appeal to even the man who has never heard of a sextant. And it is quite possible that it will become a "must" book for those who have salt water in their blood.

ELECTROLYSIS AND YOUR BOAT

(Continued from Page 15)

boat of all metal parts within the hull. These bonds should be of low electrical resistance, a No. 8 copper wire or larger as we are dealing with quite low voltages. (This bonding usually improves the radio transmission also.) The exterior zinc blocks (there should be several at several locations) should be connected to the bonding within the boat.

In analyzing the grounding of batteries or generators on the boat, it does not appear to make much difference whether the positive or negative is grounded if the insula-

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tion of the system is perfect and there are no "leaks". It is good practice to keep batteries and wiring high and dry (remember wood damp with an alkaline or acid solution is a conductor and an electrolyte). It is also good practice for fire as well as electrolysis protection to disconnect the "hot" or ungrounded side of the battery when the boat is not in use by a switch located as near to the battery as possible.

The batteries on my boat have the negative grounded (through an error, I was informed), however, I have bonded all metal parts and if the positive cables become wet and leak, the current must flow from the positive to the negative through an electrolyte, bilge water (which I don't have) or damp wood. Under this condition the wire itself will corrode, but it will be in a position where I can repair it and my through-hull fittings won't suffer.

EL TORO SAFARI

(Continued from Page 17)

lake screaming to each other "COME SEE THE SAIL BOAT." Surely the little Lady Bull-Fighter never had a more appreciative audience. I rushed to the east end of the lake to get pictures of the boat against the dunes and when I didn't see her I rushed back to see what had happened. Meanwhile Peter had sailed around the curve, couldn't see the car and had sailed back to find out what had happened to me! Or maybe that was just an excuse for some extra, exciting sailing. Being just a few hundred yards from the open ocean, Cleawox has more knock-down gusts than other lakes and though the setting was beautiful, it made me glad I was taking pictures and not sailing for them. We hauled the Toro out easily on the motor boat pier, unrigged her for a sizeable (and unexpected) group of spectators who were especially fascinated when I got in a hurry loading the mast and hit Peter on the back of the head! Across the highway we took the State Park Road which has bridges across several arms of Woahink Lake and we found that alongside most of the bridges were protected launching spots. The wooded islands at the exits of these fingers made it impossible to plot a definite course from shore. So we rolled our boats down the WPA-built big-boat ramp (its smooth rollers were as thick as an El Toro mast) and started to rig, so we could do our own exploring. Before we shoved off, park inspectors came by and enquired if we needed help. They told us they checked the ramp and the rollers almost daily and that we were the first sailing boats of the season! Power launches and fishing boats kept them busy otherwise. There was a stiff breeze and it was a narrow arm to "beat" out of, so we stuck together until we got into the main lake and decided which island to head for, then we sailed our separate ways. We had not great difficulty getting to the island we had picked, but the many trees (spruce, cedar and pine) and the shrubs (including some of the largest rhododendrons we saw anywhere in Oregon) came right to the water's edge except at one small beach about 20 feet wide. So we had no choice of spots for lunch. We moored, hiked along the edge of the island, and ate our lunch before we noticed that a real ocean gale was coming from the west. We soon realized it was going to last until sundown and we should pack up and shove off in the first lull we could. Once

Here's the remarkable story of a 46-foot Matthews and the tail end of a hurricane.

"When the Coast Guard boys saw the 12-pound Danforth, their eyes bugged."

It was about midnight on August 31st. Martin Heflin, his family and guests were aboard the HI-BINDER, a 46-foot Matthews, tied up to a dock on one of the Chesapeake's broadest reaches. A few hours later, the HI-BINDER was without power, and was anchored a mile off shore in a black fury of water whipped up by the tail end of an unpredicted hurricane which at times reached gusts of 100 miles an hour. Next day the Coast Guard came alongside to tow the HI-BINDER into Annapolis. As Mr. Heflin says, "In came the line, and finally up came the anchor. When the Coast Guard lads saw it, their eyes bugged. It was a 12 pound Danforth... I think the Danforth should be gold plated and retired with honors."



Mr. Heftin had a heavier anchor on board, but never had to use it. Such experiences prove again the fact that Danforth Anchors hold better than any anchor ever designed.

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underway, we felt better and had some wonderful sailing. And again the people who watched us come in got a thrill from the little boats. And we weren't above admitting a chill and a thrill now and then ourselves. In fact, when Peter discovered he'd left his favorite pocket knife stuck in the beach on the island he decided it could wait until the next day. We spent the rest of the afternoon hiking up the sand dunes by the ocean. The breeze there was strong, too, of course, and we leaned into it, even going up hill and from the top we couldn't see any trace of our path. Wonderful top-of-the-world feeling.

August 7th—Checked out of Honeyman State Park and loaded up everything for a day of driving. But we still packed the gear for Toro No. 400 where we could get it for any impromptu sailing we might want to do. First was

"Operation Jack-Knife" which gave Peter another trip to Woahink Lake to the island of the day before. When he shoved off this time, there was a gentle but adequate breeze and we wished (as at many other times) that we could "spend another day right there". But by noon No. 400 was out of the water and on the car top and headed for Florence, Oregon, mouth of the Siuslaw River, along which we planned to drive the 76 miles inland to Eugene and the Fern Ridge Reservoir, home of an unofficial but active El Toro fleet. That drive, beside the river, winding through the Oregon Coast Range, was one of the most interesting parts of the entire vacation. We saw miles and miles of dairy farm land with many homes across the river from the highway accessible only to the ever-faithful Milk Boats. Substantial homes with piers instead of garages. Wonderful life, if one could sail all the time and not have to bother with the live stock. We also admired the "mountains" of bushes, loaded with ripe blackberries . . . and finally stopped and picked more than a gallon in a very short time. The hit of the trip, however, was at the Summit, where we came upon the small and very beautiful Triangle Lake. And it's true as you may have heard when the football announcer said when California played Oregon and he told of a player's home town at Triangle, Oregon, "he could sit on his front porch and cast for bass." The lake follows a bend in the highway (pardon, vice-versa) but the traffic doesn't bother the fish. As we walked out on the pier they literally jumped out of the water at our shadows. And the wind and water were just right for Toro sailing. But it was 5 p.m. and we decided to get to Fern Ridge by dark so we could only say "that's our No. 1 place to visit

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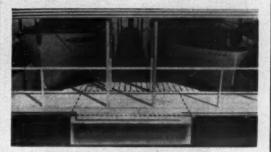
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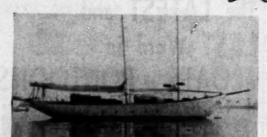
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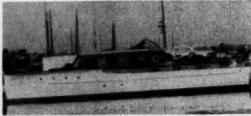


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No. 954 40' Atkin Ketch, Gray, sleeps 5, extras, terms, esk. 18,500 POWER 18' Sportfisher, '50 Crown. 51,750 No. 804 24' Cruiser, Bit. 49', Ford 100 Osco, Sleeps 4, radio, balt tank 3,850 Extra—25' Richardson, Twin Crowns, sleep 4, 40 miles per hour 5,500 No. 1052 54' Cruiser A-1, sleep 2, head. Must sell. 1,500 No. 1052 54' Cruiser A-1, sleep 2, head. Must sell. 1,500 No. 1062 24' SteelCraft. Chrys. 90, fast, 5. to 5. sleeps 4, head, extras. 2,950 No. 1005 24' Sportfisher '41, radio, sleeps 2, Buda Diesel. 3,900 No. 176 24' Richardson Express '40, Gray 91, radio, extras. 4,200 No. 126' 24' Richardson Express '40, Gray 91, radio, extras. 4,200 No. 104 24' Owens Express '50, twin screw, radio, DF, lofs of extras. 4,500 No. 100 126' 25' Oscopies September Chris 130 fast. 5. to 5. see it. 4,500 No. 116 28' Sportfisher Chris 130 fast. 5. to 5. see it. 4,500 No. 116 28' Sportfisher Chris 130 fast. 5. to 5. see it. 4,700 No. 100 29' Chris Express, Twin Crowns, radio. 4,700 No. 412 30' Jeffries '50, Cadiliac Kettering, radio, fast. 7,900 No. 412 30' Jeffries '50, Cadiliac Kettering, radio, fast. 7,900 No. 100 30' Diesel F. B. Cruiser '49, dual controls, 225 Gray, extras. 5,200 No. 53 32' Fallowscraft, Chrysler Acs. Sleeps 4, saftiglass, radio, rafinished inside and out. 6,100 No. 53 32' Fellowscraft, Chrysler Acs. Sleeps 4, saftiglass, radio, radio, auto pilot. 15,000 No. 101 31' S. Stephens, 2 Crown, sleeps 9, radio, flying bridge, teak decks, radio, gyro compass, auto pilot, 15,000 No. 753 24' Lowman '45 Chris Craft '130, sleeps 4, saftiglass, radio, extras, consider property as down. 7,950 No. 750 4' T. S. F. B. Fellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins, and decks, hydraulic throttle, vacuum (cutch, radio, fathemeter, new covers. 18,500 No. 105 58' T. S. Cruiser, 2 Crown 15, sleeps 9, dual controls, radio, quiple, Direction Finder, etc. Will consider radio, quiple, Direction Finder, etc. Will consider radio, quiple, Direction Finder, etc. Will consider radio,	No. 1891 331 "Carell Vetch Bleed aux sleens A.S. ask	
18" Sportfisher	No. 1021 37 Carol Retch, Diesel dus., sleeps 4-9, 854	
No. 804 24' Cruiser, Bit. 49', Ford 100 Osco, Sleeps 4, radio, balt tank Extra-25' Richardson, Twin Crowns, sleep 4, 40 miles per hour 5,500 No. 1055 26' Cruiser 4-1, sleep 2, head, Must sell. No. 1052 26' Cruiser, 21, sleep 2, head, Must sell. No. 1088 1947 25' SteelCraft, Chrys. 90, fast, 5. to 5. sleeps 4, head, extras. No. 1092 25' Sporffisher '41, radio, sleeps 2, Buda Diesel 3,700 No. 106 25' Sporffisher '41, radio, sleeps 2, Buda Diesel 3,700 No. 106 25' Chris Craft. Chrylare 8, 141 HP, radio, extras 4,200 No. 1016 25' Owns Express '50, twin screw, radio, DF, lots of extras. No. 116 28' Sporffisher Chris 130 fast, 5. to 5. see it 4,500 No. 810 29' Chris Express, Twin Crowns, radio 4,500 No. 840 29' Jeffries '50, Cadillac Kettering, radio, fast 7,900 No. 412 30' Jeffries '48, Cadillac, Nellsan 40' w. Auto Pillot, sleeps 2 No. 1004 30' Diesel F, B. Cruiser '48, dual controls, 225 Gray, extras. No. 800 30' T, S. F. B., Fallows & Stewart, Mahoqeny, twin Kermaths 100, Heat Exchanger, sleeps 5. No. 930 32' Fallowscraft, Chrysier Aco, Sleeps 4, 8uy at 3,800 No. 932 27' Fallowscraft, Chrysier Aco, Sleeps 4, saftiglass, radio, refinished inside and out 7,900 No. 1004 31' T, S. Express Gruiser, 30 Miles, 2 Scripps 225, sleeps 4, heak decks, radio, gyro compass, auto pilot. 15,000 No. 1001 41' T, S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 4, radio, extras. Consider property as down. No. 752 47' T, S. F. B. Fellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum ciutch, radio, fathometer, new covers. No. 1055 58' T, S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, autopilot, Direction Finder, etc. Will consider	POWER	
Stra=25 Richardson, Twin Crowns, sleep 4, 40 miles per hour No. 1085 26' Cruiser A-I, sleep 2, head, Must sell.	18' Sportfisher, '50 Crown	1,750
Extra-25' Richardson, Twin Crowns, sleep 4, 40 miles per hour 5,500 No. 1055 26' Cruiser A-1, sleep 2, head, Must sell 1,500 No. 1088 1947 24' SteelCraft. Chrys. 90, fast, 5. to 5. sleeps 4, head, extras 2750 No. 1095 24' Sporffisher '41, radio, sleeps 2, Buda Diesel 3,700 No. 175 28' Richardson Express '40, Gray 91, radio, extras 4,200 No. 175 28' Chris Creft. Chrylar 8, 141 HP, radio, etc 4,500 No. 100 24' Sporffisher Chris 130 fast. 5. to 5. see it 4,500 No. 102 24' Owns Express '50, twin screw, radio, DF, lots of extras 128' Sporffisher Chris 130 fast. 5. to 5. see it 4,500 No. 810 29' Chris Express, Twin Crowns, radio 4,500 No. 810 29' Chris Express, Twin Crowns, radio, fast 7,900 No. 944 29' Jeffries '50, Cadillac Kettering, radio, fast 7,900 No. 412 30' Diesels '48, Cadillac, Nellson 40 w. Auto Pilot, sleeps 2 100 430' Diesel F. 8. Cruiser '48, dual controls, 225 Gray, extras 8. Fallows & Stewart, Mahoqeny, twin Kermaths 100, Heat Exchanger, sleeps 5 6,100 No. 753 32' Fallowscraft, Chrysler Aco. Sleeps 6, saffiglass, radio, refinished inside and out 7,900 No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak decks, radio, gree compast, auto pilot. 15,000 No. 1001 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge teak cabins, and decks 7,500 No. 752 4' T. S. F. B. Fellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers 8,500 No. 1055 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, quito, pilot, Direction Finder, etc. Will consider radio, quito, pilot, Direction Finder, etc. Will consider radio, quito, pilot, Direction Finder, etc. Will consider	No. 804 24' Cruiser, Bit. 49, Ford 100 Osco, Sleeps 4, radio,	3.850
No. 1085 26' Cruiser A-I, sleep 2, head. Must sell. 1,500 No. 1088 1947 26' SteelCraft. Chrys. 90, fast, 5. to 5. sleeps 4, No. 1080 26' Sporffisher '4I, radio, sleeps 2, Buda Diesel 3,500 No. 176 26' Richardson Express '40, Gray 91, radio, extras. 4,200 No. 176 26' Chris Craft. Chrysler 8, 141 HP, radio, etc. 4,500 No. 1016 26' Owans Express '50, twin screw, radio, DF, lots of extras. 4,200 No. 1016 26' Owans Express '50, twin screw, radio, DF, lots of extras. 4,200 No. 1016 28' Sporffisher Chris 130 fast. 5. to 5. see it. 4,500 No. 810 29' Chris Express, Twin Crowns, radio. 4,500 No. 810 29' Chris Express, Twin Crowns, radio. 4,500 No. 810 29' Chris Express, Twin Crowns, radio. 4,500 No. 810 29' Chris Express, Twin Crowns, radio. 5,200 No. 1004 30' Defiries '50, Cadillac, Nelisen 60 w. Auto Fliot, sleeps 2, extras 180 post 180, 180, 180, 180, 180, 180, 180, 180,	Extra-25' Richardson, Twin Crowns, sleep 4 40 miles per hour	
No. 1088 1947 24' SteelCraft. Chrys. 90, fast, 5. to 5. sleeps 4, head, extras	No. 1665 26' Cruiser A-I sleep 2 head. Must sell	
No. 1005 26' Sportfisher '41, radio, sleeps 2, Bude Diesel 3,900 No. 178 26' Sportfisher '41, radio, sleeps 2, Bude Diesel 3,900 No. 178 26' Richardson Express '40, Gray 91, radio, extras. 4,200 No. 1926 26' Chris craft. Chrysier 8, 141 HP, radio, etc. 4,200 No. 1016 26' Chris craft Chrysier 8, 141 HP, radio, etc. 4,200 No. 1016 26' Chris Express Twin Crowns, radio, DF, lots of extress 1, 116 No. 1016 27' Chris Express, Twin Crowns, radio, fast. 7,800 No. 102 29' Defries '50, Cadillac Kettering, radio, fast. 7,750 No. 1041 23' Defries '48, Cadillac Kettering, radio, fast. 7,750 No. 1041 23' Dessel F. S. Cruiser '49, dual controls, 225 Gray, 5,200 No. 1040 30' T. S. F. B., Fellows 2 Stewart, Mahogany, twin Kermeths 100, Heart Exchangers, sleeps 5. No. 753 32' Fellowscraft, Chryster Ace. Sleeps 6. Buy at 3,600 No. 753 32' Fellowscraft, Chryster Ace. Sleeps 6. Buy at 3,600 No. 753 32' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, feak decks, radio, gyro compass, auto pilot. 15,000 No. 1071 43' T. S. Shephens, 2 Crown, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks 9,750 No. 752 4' T. S. F. Bellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, attometer, new covers. No. 1051 48' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider		.,,
No. 1005 24' Sportfisher '41, radio, sleeps 2, Buda Diesel		2.950
No. 176 26' Richardson Express '40, Gray 91, radio, extras. 4,200 No. 192 26' Chris Craft. Chrysier 8, 141 HP, radio, etc 4,500 No. 1016 26' Owens Express '50, twin screw, radio, DF, lots of extras. No. 1116 28' Sportfisher Chris 130 fast. 5. to 5. see it 4,950 No. 810 27' Chris Express, Twin Crowns, radio 4,950 No. 940 29' Jeffries '50, Cadillac Kettering, radio, fast 7,950 No. 412 30' Jeffries '88, Cadillac, Nellsen '60 w. Auto Pilot, sleeps 2 No. 1004 30' Diesel F. B. Cruiser '48, dual controls, 225 Gray, 5,250 No. 1004 30' T. S. F. B., Fellows & Stewart, Mahogany, twin Kermaths 100, Heat Exchangers, sleeps 5. Buy at No. 753 32' Fellowscraft, Chryster Acc. Sleeps 6. Buy at No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Buy at No. 753 32' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, feak dacks, radio, gyro compass, auto pilot. 15,000 No. 1070 43' T. S. Feshens, 2 Crowns, sleeps 7, radio, flying bridge, feak bridge feak cabins, and decks 9,750 No. 500 4' T. S. Ashbridge, 14 knots, 2 Chryster 143 HP, sleeps 6, radio, extras, consider property as down. 8,950 No. 752 4' T. S. Fellows, 2 Gray, 160 V-Drive, sleeps 4, feak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. 18,500 No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 1805 26' Sportfisher '41, radio sleeps 2, Buda Diesel	
No. 1014 24' Owans Express '50, twin screw, radio, DF, lots of extres extres extres. No. 1116 28' Sportfisher Chris 130 fast. 5. to 5. see it. 4.950 No. 810 29' Chris Express, Twin Crowns, radio. 4.950 No. 940 29' Jeffries '50, Cadillac Kettering, radio, fast. 7.900 No. 942 29' Jeffries '50, Cadillac Kettering, radio, fast. 7.900 No. 100 30' Jeffries '50, Cadillac Kettering, radio, fast. 7.900 No. 100 30' Diesel F. B. Cruiser '48, dual confrois, 225 Gray, axtras and controls, 225 Gray, axtras (100, Heat Exchangers, sleeps 5. Suy at 100, No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Buy at 10, 100 No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Suy at 10, 100 No. 753 32' The State of Craft 130, Sleeps 5. saftiglass, radio, refinished Inside and out 7. No. 857 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak dacks, radio, gyro compass, auto pilot. 15,000 No. 1071 43' T. S. Shephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge teak cabins, and decks 7,950 No. 752 4' T. S. F. Enlows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. 8,500 No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 174 26' Richardson Express '40 Gray 91 radio extras	
No. 1014 24' Owans Express '50, twin screw, radio, DF, lots of extres extres extres. No. 1116 28' Sportfisher Chris 130 fast. 5. to 5. see it. 4.950 No. 810 29' Chris Express, Twin Crowns, radio. 4.950 No. 940 29' Jeffries '50, Cadillac Kettering, radio, fast. 7.900 No. 942 29' Jeffries '50, Cadillac Kettering, radio, fast. 7.900 No. 100 30' Jeffries '50, Cadillac Kettering, radio, fast. 7.900 No. 100 30' Diesel F. B. Cruiser '48, dual confrois, 225 Gray, axtras and controls, 225 Gray, axtras (100, Heat Exchangers, sleeps 5. Suy at 100, No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Buy at 10, 100 No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Suy at 10, 100 No. 753 32' The State of Craft 130, Sleeps 5. saftiglass, radio, refinished Inside and out 7. No. 857 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak dacks, radio, gyro compass, auto pilot. 15,000 No. 1071 43' T. S. Shephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge teak cabins, and decks 7,950 No. 752 4' T. S. F. Enlows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. 8,500 No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 925 26' Chris Craft, Chrysler 8, 141 HP, radio, etc.	
extres No. 1116 28' Sportfisher Chris 130 fast. S. to S. see It	No. 1014 24' Owens Express '50 twin screw radio OF lots of	.,
No. 1116 28' Sportfisher Chris 130 fast. S. to S. see It 4,550 No. 810 27' Chris Express, Twin Crowns, radio. 6,100 No. 944 27' Jeffries 50, Cadillac Kettering, radio, fast. 7,790 No. 412 30' Jeffries '86, Cadillac, Nellsen 40 w. Auto Pilot, sleeps 2 No. 1004 30' Diesel F. B. Cruiser '48, dual controls, 225 Gray, axtras. No. 840 30' T. S. F. B., Fellows & Stewart, Mahogany, twin Kermeths 100, Heat Exchangers, sleeps 5. Buy at 1,000 No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Buy at 3,000 No. 753 32' Fellowscraft, Chryster Acc. Sleeps 5. Buy at 3,000 No. 753 32' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, feak dacks, radio, gyro compass, auto pilot. 15,000 No. 1071 43' T. S. Shephens, 2 Crowns, sleeps 7, radio, flying bridge, feak bridge feak cabins, and decks 9,750 No. 752 47' T. S. F. Bellows, 2 Gray, 160 V-Drive, sleeps 4, feak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. 18,500 No. 1051 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider		7.800
No. 810 29' Chris Express, Twin Crowns, radio. No. 944 27' Jeffries '50, Cadillack Kettering, radio, fast. 7,950 No. 412 30' Jeffries '48, Cadillac, Nelisen 60 w. Auto Fliot, sleeps 2 No. 1004 30' Diesel F. S. Cruiser '48, dual controls, 225 Gray, extras No. 30' I. S. F. B., Fellows & Stewart, Mahogany, twin Kermeths 100, Heat Exchangers, sleeps 5. No. 940 30' I. S. F. B., Fellows & Stewart, Mahogany, twin Kermeths 100, Heat Exchangers, sleeps 5. No. 953 32' Fellowscraft, Chrysier Acc. Sleeps 6. Buy at 3,400 No. 953 34' Lowman '45 Chris Craft 130, sleeps 6, saftiglass, radio, refinished inside and out. No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 25, sleeps 4, task decks, radio, gryor compass, auto pilot. No. 1070 40' Cruiser Crown: 115, ½ KW Onan Gan. S to S. Sleeps 5, very good. No. 1071 43' I. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak colins, and decks. No. 752 47' I. S. F.B. Fellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throthle, vacuum clutch, radio, atthreeter, new covers. No. 1055 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider		
No. 944 2P' Jeffries '50, Cadillac Kettering, radio, fast. 7,900 No. 412 3D' Jeffries '48, Cadillac, Nellsen 40 w. Auto Pilot, sleeps 2 No. 1004 30' Diesel F. B. Cruiser '48, dual controls, 225 Gray, estras No. 840 3D' T. S. F. B. Fellows & Stewart, Mehogeny, twin Kermeths 100, Heat Exchangers, sleeps 5. Buy at. 3,600 No. 753 12' Fellowscraft, Chrysler Acc. Sleeps 5. Buy at. 3,600 No. 985 34' Lowman '45 Chris Craft' 130, sleeps 6, saftiglass, radio, refinished Inside and out. 7,900 No. 672 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak dacks, radio, gyro compass, auto pilot. 15,000 No. 1001 43' T. S. Shephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge teak cabins, and decks 9,950 No. 950 4' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 6, radio, extras consider property as down 8,950 No. 752 4' T. S. F. Fellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, attometer, new covers. 18,500 No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider		
No. 412 30' Jeffries '48, Cadillac, Nellsan 40 w. Auto Pilot, sleeps 2. No. 1004 30' Diesel F. B. Cruiser '48, dual controls, 225 Gray, extras No. 840 30' T. S. F. B. Fellows & Stewart, Mahogeny, twin Kermeths 100, Heat Exchanger, sleeps 5. No. 753 32' Fellowscraft, Chryster Ace, Steeps 6. Buy at. 3,800 No. 785 34' Lowman '45 Chris Craft 130, sleeps 6, saffiglass, radio, refinished inside and out. No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak decks, radio, gryo compass, auto pilot. 15,000 No. 1070 40' Cruiser Crown '115, ½ KW Onan Gen. S to Sieeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. 9,950 No. 752 47' T. S. F.B. Fellows, 2 Gray, 160 V. Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. No. 1055 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 944 29' Jeffries '50, Cadillac Kettering, radio, fast	
sieeps 2 No. 1004 30° Diesel F. B. Cruiser '48, dual controls, 225 Gray, extras No. 840 30° T. S. F. B. Fallows & Stewart, Mahogeny, twin Kormeths 100, Heat Exchangers, sieeps 5. No. 753 32° Fellowscraft, Chrysler Aca, Sieeps 6. Buy at. No. 785 34' Lowman '45 Chris Craft '130, sieeps 6, saftiglass, radio, refinished Inside and out. No. 872 38° T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sieeps 4, teak dacks, radio, gyro compass, auto pilot. No. 1070 43° T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sieeps 4, teak dacks, radio, gyro compass, auto pilot. No. 1071 43° T. S. Stephens, 2 Crowns, sieeps 7, radio, flying bridge, teak bridge teak cabins, and decks No. 752 47° T. S.F.B. Shellows, 2 Gray, 160 V-Drive, sieeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, attometer, new covers. No. 1053 58° T. S. Cruiser, 2 Crown 115, sieeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 412 30' Jeffries '48. Cadillac. Nellsen 40 w. Auto Pilot.	
No. 1004 30° Diesel F. B. Cruiser '48, dual controls, 225 Gray, estras No. 840 30° T. S. F. B. Fellows & Stewart, Mahogeny, twin Kermeths 100, Heat Exchangers, sleeps 5. No. 753 32° Fellowscraft, Chryster Ace. Sleeps 6. Buy at. 3,800 No. 785 34° Lowman '45° Chris Craft 130, sleeps 6, saffiglass, radio, refinished inside and out. No. 872 38° T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak decks, radio, gryo compass, auto pilot. No. 1070 40° Cruiser Crown '115, ½ KW Onan Gen. S to 5. Sleeps 5, very good. No. 1071 43° T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 950 44° T. S. Ashbridge, 14 knots, 2 Chryster 143 HF, sleeps 8, radio, extras consider property as down. No. 762 47° T. S.F.B. Fellows, 2 Gray, 160 V. Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. No. 1055 58° T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider		5.200
estras	No. 1004 30' Diesel F. B. Cruiser '48, dual controls, 225 Grav.	
No. 753 32' Fellowscraft, Chrysler Ace. Sleeps 6, Buy at. 3,400 No. 785 34' Lowman '45 Chris Craft 130, Sleeps 6, saffiglass, radio, refinished inside and out. 7,900 No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 15,000 No. 1070 40' Cruiser Crown '115, 1/2 KW Onan Gan. 5 to 5, 5leeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 950 No. 950 44' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 6, radio, extras, consider property as down. 8,950 No. 762 47' T.S.F.S. Fellows, 2 Gray, 160 V.Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathemeter, new covers. No. 165 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	extres	5,250
No. 753 32' Fellowscraft, Chrysler Ace. Sleeps 6, Buy at. 3,400 No. 785 34' Lowman '45 Chris Craft 130, Sleeps 6, saffiglass, radio, refinished inside and out. 7,900 No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 15,000 No. 1070 40' Cruiser Crown '115, 1/2 KW Onan Gan. 5 to 5, 5leeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 950 No. 950 44' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 6, radio, extras, consider property as down. 8,950 No. 762 47' T.S.F.S. Fellows, 2 Gray, 160 V.Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathemeter, new covers. No. 165 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 840 30' T. S. F. B., Fellows & Stewart, Mahogany, twin	18.00
No. 753 32' Fellowscraft, Chrysler Ace. Sleeps 6, Buy at. 3,400 No. 785 34' Lowman '45 Chris Craft 130, Sleeps 6, saffiglass, radio, refinished inside and out. 7,900 No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 15,000 No. 1070 40' Cruiser Crown '115, 1/2 KW Onan Gan. 5 to 5, 5leeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 950 No. 950 44' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 6, radio, extras, consider property as down. 8,950 No. 762 47' T.S.F.S. Fellows, 2 Gray, 160 V.Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathemeter, new covers. No. 165 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	Kermeths 100, Heat Exchangers, sleeps 5	6,100
No. 985 34' Lowman '45 Chris Craft 130, sleeps 4, saftiglass, radio, rafinished inside and out. No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak decks, radio, gyro compass, auto pilot. No. 1071 43' T. S. Stephenn, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cebins, and decks. No. 190 41' T. S. Ashbridge, 14 knots, 2 Chryster 143 HP, sleeps 4, radio, estras, consider property as down. No. 782 47' T. S. F.B. Fellows, 2 Gray, 160 V-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, atthemeter, new covers. No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 753 32' Fellowscraft, Chrysler Ace, Sleeps & Buy at	3,400
No. 572 28' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps 4, teak decks, radio, gyro compass, auto pilot. 15,000 No. 1070 40' Cruiser Crown: 115, ½ KW Onan Gen. S to S. Sleeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 550 4' T. S. Ashbridge, 14 knots, 2 Chryster 143 HP, sleeps 6, radio, extras consider property as down. No. 762 4' T. S.F.B. Fellows, 2 Gray, 160 V.Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 985 34' Lowman '45 Chris Craft 130, sleeps 6, saftiglass,	
4, teak decks, radio, gyro compess, auto pilot	radio, refinished inside and out	7,900
No. 1979 40' Cruiser Crown: 115, ½ KW Onan Gen. S. to S. Sieeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 950 44' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HF, sleeps 6, radio, extras consider property as down. No. 762 47' T. S. F. S. Fellows, 2 Gray, 160 V. Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clurch, radio, fathometer, new covers. No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 872 38' T. S. Express Cruiser, 30 Miles, 2 Scripps 225, sleeps	
No. 1979 40' Cruiser Crown: 115, ½ KW Onan Gen. S. to S. Sieeps 5, very good. No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks. No. 950 44' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HF, sleeps 6, radio, extras consider property as down. No. 762 47' T. S. F. S. Fellows, 2 Gray, 160 V. Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clurch, radio, fathometer, new covers. No. 1053 58' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	4, teak decks, radio, gyro compass, auto pilot	15,000
No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying bridge, teak bridge, teak cabins, and decks		
bridge, teak bridge, teak cabins, and dects. 9,950 44 T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 4, radio, extras, consider property as down. No. 762 47 T. S. F. B. Fellows, 2 Gray, 160 V. Drive, sleeps 4, reak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. No. 1053 58 T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	Sleeps 5, very good	7,500
No. 750 44* T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps 6, radio, extras, consider property as down. No. 762 47* T.S.F.B. Fellows, 2 Gray, 160 V-Drive, sleeps 4, feak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. No. 1053 58* T. S. Crulser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 1071 43' T. S. Stephens, 2 Crowns, sleeps 7, radio, flying	
6, radio, estras, consider property as down. 8,950 No. 762 47 T.S.F.B. Fellows, 2 Gray, 160 V.Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers. No. 1053 58 T. S. Crulser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	bridge, teak bridge, teak cabins, and decks	7,750
No. 782 47' T.S.F.B. Fellows, 2 Gray, 160 Y-Drive, sleeps 4, teak cabins and decks, hydraulic throttle, vacuum clutch, radio, fathometer, new covers	No. 950 44' T. S. Ashbridge, 14 knots, 2 Chrysler 143 HP, sleeps	
teak cabins and decks, hydraulic throttle, vacuum clurch, radio, fathometer, new covers. No. 1053 58* T. S. Crulser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	6, radio, extras, consider property as down	8,950
No. 1053 Se' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	No. 762 47' T.S.F.B. Fellows. 2 Grav. 160 V-Drive sleeps 4	
No. 1053 Se' T. S. Cruiser, 2 Crown 115, sleeps 9, dual controls, radio, auto pilot, Direction Finder, etc. Will consider	teak cabins and decks, hydraulic throttle, vacuum	
radio, auto pilot, Direction Finder, etc. Will consider	Clutch, radio, tathometer, new covers	18,500
radio, auto pilot, Direction Finder, etc. Will consider smaller boat	reo. 1053 56" I. S. Cruiser, Z Grown 115, sleeps 9, dual controls,	
smaller boat	radio, auto pilot, Direction Finder, etc. Will consider	
	smaller boat	7,000

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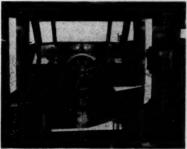
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Built 1946 as cruising yacht. Four 200 HP GM diesels, 4000 mile cruising range, '49 Chris-Craft speedbaat an electric davits, high flared bow; low stern and wide decks to fish in comfort. Deck house includes salam and wheelhouse, owner's double cabin and bath. Below deck are double cabins, tile baths, gelley and dining quarters. All exhausts in stack.



One man can and does handle this ship, she runs on any engine or any combitation of analyses.



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400 watt transmitter, dual-range fathometer (cost \$1500.00). 2 receivers, direction finder, auto pilot, every navigating aid.

A MAN'S BOAT

Custom-built by Bresnovich in Tacoma from design of Hansen, she has 2x5 steam-bent oak frames on close centers, 2" vertical-grain fir planking and decks, and no brightwork outside. Bright mahogany inside, with stainless galley and plastic upholstery. Cost about 200,000 dollars. Four General Motors Diesels (new, not surplus; cost 52,000 dollars), 20 Kw. Diesel generator, 10 Kw. belted generator, both air and electric starting, 1700 gallons of water, 8000 gallons of diesel, CO2 System, full ship's engine room, with bilge, bait and water pumps, pyrometers, safety pressure engine—shut-offs, batteries, (everything works right) full electric galley, electric and exhaust water heaters for dishes and showers, also hot salt water. Three tiled baths and 4 heads. Owner's cabin has its own tiled bath, built-in desk, etc. Equipment, bedding, linen, dishes, all go with boat. Dimensions 90'x17'6"x6'. Speed 14 Knots, Cruise 13, Cruise 9 on 2 engines. General Motors Distributor overhauled engines 100 hours ago. Dining salon below aft with galley. Double cabins below each have own tiled bath and shower. Shown by appointment, and we will gladly arrange a trial run to prove the merit of the ship. Asking 75,000 dollars, and very well worth it.

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Exceptional offering this 76'x66'x17½'x9½' Aux. Schooner. Built 1926 and completely replanked with Mahagany in 1940. Sleeps 9-11. Full sail Inventory. Speed of 8 under power. Shown by appointment only. \$16.500

New 36' TS flying bridge express cruiser, professionally built. Plywood hull Fiberglas covered. Cruises at 20. Owner anxious to trade for property. \$19,500.

48' TS Sportfisher, built by Rima 1945. Two near new 145 HP engines. Every extra. Licensed for 33, Asking \$15,500.

38' Sportfisher. Chrysler power. Licensed for 25. \$5,500.

50' Herbor tug, powered 130 HP Atlas diesel. Fully equipped. Vessel was rebuilt 1952 and is well meintained. \$7,500.00.

34' TS Chris Craft Express, Built 1948, \$14,000.

35' TS Eico. Every extra. \$17,000.

48' TS Stephens. Teak decks, built '47. Flying bridge. Appointment only.

48' T5 Hacker. Built '47. 275 HP Hall Scotts. Offer.

33' TS Wheeler, Bullt 1937, \$4,900.

Beautiful 75' TS Diesel Yacht. Completely refinished and re-powered in our yard at a cost of \$30,000. Trades for in-come property desired, Appointment only.

Designed by D. Callis this beautiful 105' Yacht built 1929, rebuilt 1946. Twin Atlas Imperial Diesels, Five handsomely furnished comfortably arranged double staterooms with five toilet rooms. Beautiful lounge and dining saloon, inspection by appointment only. Owner wants action at a price less than you think.

62' TS diesel Wheeler. By any comparison among the finest, Bullt 1931, \$42,000.00, Appointment only.

The leader in speed, appearance and value. 43' TS Flying Bridge Express custom built by Harco 1946. Speeds to 32 knots. \$35,000.

277' Steamship, Licensed for 1600 coastwise day passengers, Gross fonnage 1955. Twin triple expansion engines, Economical speed laden 12.5 knots. Cargo capacity 8236 cubic feet. \$135,000.00. Appointment only.

85' TS Diesel Yacht. Sleeps 16, 3000 mile range. 3 showers. In new boat condition, \$55,000.



Beautiful 40' Double Cabin Chris-Craft, Built 1948. Powered by twin 130 HP engines. Sleeps 8 comfortably in four staterooms, two heads. Only used 204 hours in lake, Arriving our yard this month, Price \$18,500, Firm.



	CRUISERS	
24' 30' 23' 32' 30' 26' 30' 28' 40' 42' 34' 26' 110' 40' 39' 63'	Baltzer, built 1948. 2 Crowns. AVR. Four staterooms. Two G.M. Diesels. Chris-Craft. Built 1948. Sleeps 8. 2 Chris Craft engines.	1,751 3,300 3,500 3,751 4,000 4,200 4,200 6,500 6,600 6,600 12,200 15,000 17,000
40'	AVR, Built 1944, Two 4-71 G.M. Diesels Richardson Cabin Cruiser, Twin Chryslers Seagoing Diesel powered Yacht. Many extras	19,500 24,500 30,000
100	Stephens, Built 1944, 3 6-71 Diesels	37,50

	SAIL	
27'	Aux. Sloop, Interesting at	3.250
33.	Dunnigan Sloop, Built 1947. Teak decks. Nýlon sails. Sleeps four	9.500
87'	Alden designed schooner. Steel hull, teak	55,000
109	Steel diesel schooner. Among the finest, fastest and most beautiful. Appointment only.	

RCA Depth Recorder, Model NMB-I. Will record to 2000 fathoms, indicate to 4000 fathoms and sound deepest ocean. Cost \$25,000. Asking \$7,500. Owner will trade for anything.

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Sale—Unusual 4 most twin Diesel Steel Schooner. Built 7. Atlas power Gardiner Diesel Auxiliaries, Teak decks, ular steel masts, 8 large staterooms, tremendous tuel 8 water capacity, large lounges and dining rooms. For nome, club, or round the world cruising she is one of few in the world available today. Dimensions 283": L'xi8's", tonnage 1260 gross, 688 net. Located Pacific ast.



omy, Husky, 75' converted C.G. Cutter, h 2-200 hp GM Diesels, Hercules Die l'Itte Beit pump, refrigerated fish hold, C sleeps 6, 2 tollet rooms, Large galley refrigeration, Butane stove, 118W R. T. Ir. RDF, etc. Priced to sell at \$23,500.



For Sale—Exceptionally attractive Ocean Going Diesel Cruiser, bit 1936 of heavy selected material incl. Teak decks. New F.W. Cooled GM Diesel 1952, new Diesel Generator & batteries. She sleeps & shower, elec. tollets, on deck gelley, 3900 mile cruising radius, complete equipment. Dimensions 60 x88 x14 46 x5 6".



红

For Sals—46' Eico Deluxe Yacht launched 1947. Repowered 1952 with twin Chrysler Royal Spe-cials, 165 M.P. each; cruise 18 knots, new 500 Watt generator. Auto Bilge Pump, 10' Dinghy with outboard, Complete Nylon cover, Auto Pilot, Harvay Wells R.T., Auto CO2 etc. She sleeps 7 in a really good layout, has complete galley and toilet room. Baautiful condition thruout. By appt. only. Priced to sell.



For Sale—Modern, light displacement Ocean Racing sloop, Just completed 10,000 mile frip from New Zealand, bit 1952 of Kaurl wood, Copper fastened, lead ballast, 6 salis, some flax, sleeps 5, galley, Dimensions 35' x 30' x 9' x 63". For the demon Ocean Racer, this is







For Sale—One of the faster Aiden cruising Ketches. Always beautifully maintained. Built in Maine in 1728 of plain rugged material. Rerigged during past 12 years with more efficient sail plan. Good power, gasoline, beautiful interior with room for 6 to sleep plus crew, large galley and follet room. Yacht in commission and appears to be in fine condition throughout, Dimensions 547-840*1272*1273*7. Honolulu dark horse. Priced to sell now.

A few of the boats for sale at our two Branch Offices

Foot of 22nd St., San Podro, Calif.

Terminal 2-7006 or Terminal 3-2492	
22' Yacht Tender, Teak and Mahogany, Gray Engine	1,350
16' Chris Craft Speed Boat, Bit. 1950, Chris Engine	1,800
23' Motor Dory, Gray Eng., Small Cabin, Ideal for Fisherman	975
30' Hunt Cruiser, Bit 1947, Very Clean, Chrysler Engine	7,800
32' Hunter Twin Screw Cruiser, Ideal Family Boat	7,850
40' Harco, Loaded with Extras. Must Be Seen	20,000
22' Cabin Sloop, Outboard Auxiliary	495
22' Aux Sloop, Enclosed Head, Galley, Sleeps 2	1,750
24' Aux Sloop, Built 1947, "A Little Gem"	2,500
25' Matthews Aux. Sloop, Sleeps 4, Enclosed Head, Gray Eng	Offer
30' Bird Class Sloop, Univ. Motor	Offer
36' Diesel Aux. Cutter, Launched 1947, Roomy	7,500
45' Offshore Cruising Schooner, Husky, Gray Engine	9,500
18' Mercury Sloop, Trailer	795

At CALIFORNIA YACHT ANCHORAGES, INC. At LIDO PENINSULA YACHT ANCHORAGE Foot of 31st St., Newport Beach, Calif.

	DUNNIGAN sloop '40, sleep 4, Kermath 4 cyl., teak decks	
26'	Asking Steelcraft Cruiser ALDEN BIRD Sloop by Herbor Boet '31, 4 cyl. UNIVERSAL.	2,500
	give us on offer! Cruising BLOCK ISLAND ketch 1939, sailed 10,000 miles recently.	
1,157,12	sleeps S. ASK	5,750
33	SEAGOER Yawl, sleep 4, Gray engine, recent survey available, ASK Husky diesel cruising ketch, completed in 1948, ASK	4,500
57	Musky offshore cruising diesel schooner 1937, 1951 diesel, A TERRIFIC BUY!	11,000
	STONE schooner, very roomy, good local boat for a crowd Sportfisher 1938, Radio & Bait Tank, Near new 115 hp Gray LOWMAN Sportfisher 1947, Crown	9,900 4,000
34	TS Richardson DeLuxe Sedan cruiser 1948, sleeps 6, Radio MATTHEWS 1928, Near new angine, Make an offer, ASK	9,350
33'	ee FAIRLINER Cruisers, fast, T. S	10,800
50"	TS MATTHEWS 1937, 150 hp Chryslers	27,500 15,500
43'	TS Beautiful DeLuze diesel, rebuilt & redesigned by Stephens	52,000

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Above: 34' Richardson sedan cruiser pow with 2 100 H.P. Peckard marine engines radio, live bait tenk, sleeps 6, xint tamily as well as sport fishing boat, \$9,250.

POWER	5AIL
22'-'48 Chris Craft custom sedan. S-S radio, new motor 1951\$ 4,200	23'—Albatross, 2 suits of sails, two to choose from\$ 1,65
24'-1952 Chris-Craft exp. cruiser. 145 H.P. moter. S-S radio, bait tank, save 1,000	30'-Dunnigan sloop, built 1948. Sips. 4. Xint racing record
26'—Garwood cruiser. Twin screw, S-S radio, sleeps 4. Fast	32'-P.C., 2 suits of salls. Xint cond 4,50
26''48 Fairliner, Twin screw, exp. cruis-	33'—Rhodes, 2 suits of talls
er. 5-5 radio 0,250	33'-Inter., one design, 2 suits of sails. 2,95
30'—Cebin Cruiser, Sips, 4, 5-5 radio. Launched 1946 5,250	33'-'47 Dunnigan ketch, S-S radio, beau- tiful condition
30'-Sport Cruiser, 124 HP Gray. Xint cond. S-S radio	37'-'48 Hanna ketch, diesel power, S-S
30'-'41 Hunter. Enclosed cruiser, S-S re-	radio, sleeps 5
dio. New motor 1950	41'—Angelman ketch, built by Wilbo. Sleeps 6. 2 suits of sails
34'—'47 Lowman sport fisher, Crown mo- tor, Sleeps 3. Xint buy	40'-Flush deck aux, ketch, 12' beam. Sleeps 6. An excellent boat
35'—'48 Elco twin screw cruiser. Sleeps 4, 5.5 radio and direction finder, Aux. generator, water pressure sys-	44'—island Clipper. Sleeps 4, S-S radio. Boat in excellent condition
tem and many other extras	65"—Aux. yawl designed by Angelman, built by Wilbo. Xint
S-S radio. Xint boat to live on, in top condition 12,500	67'—Diesel schooner built for world cruising. Many extres
48'—'48 Stephens T.S. fly bridge. Xint condition, Every extre	63'—Aux. schooner, completely recondi- tioned. Copper tanks, deep freeze,
48'—'48 Eico T.S., auto pilot, S-S radio, heating system and other extras 38,500	refrig., etc
50'-Matthews, twin screw, S-S radio.	10 to 15, 2 showers, Xint boat for charter



One of the finest stock built cruisers available today is this 1941 Matthews cruiser. Smooth and economical power is delivered by two 110 H.P. englines and give a speed of 15 MPI. Etra equipment include water cooled aux, generator, fish chair, boilt tank, dinghy, ship to shore radio, euto-pilot, electric winch and many other teatures. This is a one owner boat and shows the best of care throughout.

Here is your chance to get MATTHEWS QUALITY at a reasonable price.

	SAIL SAIL	
44'	Island Clipper Sloop, complete equipment	\$15,500
40'	Deep water cruising ketch, very roomy. Asking	10 000
70	beep water crossing serch, very roomy. Asking	10,000
37	Hanna ketch, bit. 1948, 56 HP diesel eng., very good	11,000
36.	Aux. Ketch, Teak Decks, Xint Salls and Rig.	11.000
32'	Aux. Yawl, very well built, 2 sults excel, sells	9.750
	P.C. #17	
		2,700
	P.C. #12, excel. sails, bright work just refinished	3,300
26	Aux. Sloops-3 to choose from-CCC class	3,800
	POWER	
117	Twin Diesel Steel Yacht, accommodates 10 quests, 4,000 mis.	
-		000,280
481	Fantali Cruiser, very livable	90,000
66	Pantall Cruiser, very livable	Offer
47	Fly Bridge Cruiser, dual controls, elec. ref	22,500
40'	1949 T.S. Dbl. Cabin Chris-Craft Sedan, excel, cond	22,500
391	Matthews, new 140 HP engine, many extras	12 000
201	T.S. Hunter, as radio, 2 dinks, balt tank	11 770
36	1.3. Frunter, as radio, 2 dinks, Dair tank	11,750
39.	T.S. Wheeler, sport fisher, refinished, extras	8,500
34"	T.S. Ashbridge Cruiser, good see boat, slps. 6-8	11,000
31'	T.S. 1951 Chris-Craft Exp. Radio, D.F., excellent 1	3 200
211	handly hullt anders Ness and Carl	5 000
31	heavily built cruiser. Near new Gray	5,000
30	1947 Stock cruiser, many extras, slps. 4	Offer



Looking aheed to the coming months of fine sailing weather? Then here is the boat for youl

Shown is a 1948 auxiliary cutter that affords fast cruising and yet maximum roominess and comfort. Her rig is inboard and all lines lead aft to the extra large cockpit. Equipment includes teak decks, all nylon salls, ship to shore radio, Kenyon Log, salling dink and new overall covers. Specifications are: 40'6" x28'x10'6" x5'10". The asking price is \$16,500.

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40 ft. Aux. Ketch, Keel Laid 1940, Launched '48, all prewar Mate- rials, Schock Design, Sips. 6, ample storage, Palmer 4-20HP \$10,500	38 ft. T.S. Elco, Flying Bridge, Chrysler Royals, 1948, Slps. 6
23 ff. Aux. Slp. Slps. 2-4, Salis 1948, large cockpit, needs wk. 2,000 35 ff. Aux. Ketch, Completed 1946, Teak decks, Gray 4-52, Ex. 13,300 25 ff. Aux. Ashbridge Slp. Slps. 2-4, Fast salier. Nylon Salis 2,900	38 ft. T.S. Hunter, Kermaths 6-110s, Sipz. 6, asking
WE HAVE BOATS OF ALL CLASSES, SIZES, PRICES	WE HAVE ALL TYPES OF COMMERCIAL BOATS FOR SALE

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We cannot guarantee to sell your boat, but at least we would like to try. Why not list it with us?

SAN DIEGO. THE PLYMOUTH OF THE PACIFIC

(Continued from Page 19)

the boats were once moored.

The Club had no home during the war and much of its membership drifted to other organizations but in 1945 a Jocation was secured near the Sonar School on Point Loma and a clubhouse built. Then along came the Harbor Boat Works looking covetously at the spot with an offer to move the clubhouse 100 feet to the west. This location soon became undesirable due to the encroachment of the fishing boats and when private interests proposed to set the Club

up in fine fettle on the Mole in 1951, the offer was eagerly accepted. The Club thus again gathered up its belongings and its house and now is settled down in an ideal spot with ample room to expand.

At the corner of Rosecrans Boulevard and Fenelon Street is located the Marlin Inn, which also has the distinction of having taken a salt water voyage. Originally built as barracks for "Waves" housed in Coronado, it was cut in three sections and floated across on barges to reclaimed land at Roseville, 35,000 acres of land have been reclaimed in the harbor area to date.

The Coronado Yacht Club in Glorietta Bay over on the Coronado side occupied the old Coronado Hotel Boathouse

This Modified 21-Ft. Chris-Craft Kit Express Cruiser



Built to your order, or ask about our KIT CLUB and Special Supervising Service.

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26'	Higgins, better than new	7,750
26'	Essendee 25 mph, full equipment	7,000
27'	Elco Sportsman, excellent condition	10,500
33'	Hunt, auto. pilot, radio, bait tank	6,600
33'	Chris-Craft sedan, all extras	13,500
34	Richardson T. S., full equipment	9,000
35"	Elco T. S., excell, condition	17,000
38'	T. S. fresh water cooled, family boatSOLD	7,500
40'	Matthews post-war, good condition	18,500
42'	Chris-Craft double cabin, new motorsSOLD	18,500
40"	Harco, beautiful condition throughout	22,500
63'	AVR T. S. Diesel, ready	30,000
83'	C. G. patrol. Conversion cost \$70,000	55,000

The Welin all-steel non-sinkable cruiser on display

in 1925 and until 1948, when it built its own home near the site of the world famous Tent City of the gay '90s. This flourishing club sponsors the annual Memorial Power Boat Race from Newport to San Diego.

The Mission Bay Yacht Club is very new and very active. It lends special encouragement to young Corinthians

-our future skippers and commanders.

National City and Chula Vista to the

National City and Chula Vista to the south should develop a combined small boat harbor near the mouth of the Sweetwater River and La Jolla far to the north, but still within the city limits of San Diego, likewise has plans for a yacht anchorage.

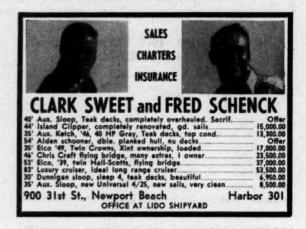
Of the famous yachts that have sailed out past Point Loma, two have come home to share the fate of their larger sisters, the square-riggers. The sloop Mah Pe that was brought out from Europe to San Francisco in 1909 to race for the San Francisco Bay perpetual trophy, is now a derelict at San Diego.

John Barrymore's schooner Mariner distinguished herself by setting a record of 11 days 14 hours 46 minutes in 1923 from Santa Barbara to Honolulu, a record that stood until 1949. She is now pulled along by the nose between San Diego and Ensenada and has a square house with windows atop her graceful hull, to bunk a gang of cannery fishermen.

The Star of India

A solitary reminder of the day of square-rigged ships, the Star of India has found a resting place at the Embarcadero as a marine museum. Launched at Ramsey on the Isle of

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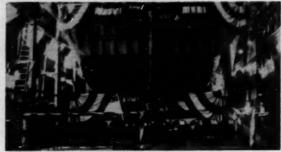
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the Ameco log



THE stern of the U.S.S. Detector forms the background in this picture of the launching platform at Amcco. Launched at the year's end, the Detector is the second of five 171-foot minesweepers building at Amcco under present contracts. Trial runs are expected next summer.

*Our frineds in shipbuilding and otherwise are again reminded that the AMCCO LOG, is once again in publication and all those who are interested in AMCCO activities will gladly be placed on the mailing list upon request.

Look for next month's Amcco Log





COAST MANUFACTURING & SUPPLY CO.

BOX 71-A . LIVERMORE, CALIFORNIA

Man in 1863, she was christened Euterpe. Decorating the prow is a carved figure of the Greek Goddess, now minus part of the left shoulder, which was lost in a collision with the steamer Canadian while leaving Glasgow harbor. She was originally ship rigged and one of the first to be built of iron, with her side plates one inch thick.

Her first service was carrying passengers and freight out to Australia and New Zealand and she made 18 round trips around the world during a period of 25 years. She also carried prisoners to New Caledonia and at one time had fallen into the slave trade, known as "blackbirding." She still carries a dent high up on her main mast, caused by a shot fired from a British gun boat.

In 1898 Enterpe was sold to J. J. Moore and Company of San Francisco to carry lumber from Puget Sound to Hawaii and Australia, where she loaded coal for the return passage, finishing off her cargo with raw sugar at the Hawaiian Islands. Joining the Alaska Salmon Packers in 1900 as the Star of India, she was rerigged as a bark and for 23 years made the Bristol Bay run, until a period of idleness almost sent her to the junk pile for the value of the Swedish iron in her hull. However, in 1926, James Coffroth purchased the vessel and presented her to the Zoological Society of San Diego. The Coast Guard Auxiliary, under the able leadership of Division Captain Ray Thomas, holds meetings aboard and Sea Scouts learn seamanship and navigation on battered decks where cold benumbed crews once stamped to the order "Mainsail Haul" in the roaring forties.

The Maritime Research Society, composed of captains and boat minded men, assembles quarterly in the teak paneled cabin to discuss the ways of a ship upon the sea and in particular, the welfare of the Star of India. The venerable ship is to be moved over to Mission Bay as part of the San Diego Museum and Aquarium when that project is developed.

The goddess Euterpe, who has faced the gray beards off the Horn, where crunching ice has threatened to destroy her, and has blistered under torrid suns, now looks calmly out across waters ruffled only by the churning of great bronze propellers and the landing of mammoth airplanes. She sees modern docks and cranes, numberless fighting ships and luxurious pleasure cruisers. Occasionally her heart is gladdened by the sight of a slim schooner-yacht ghosting by, outward bound, for she knows then that sail has not left the seas.

FAMILY CRUISING

(Continued from Page 21)
that it be worn on deck underway. The drills were organized to prevent confusion in case of emergency and so
the younger members of the crew specifically would know
what to do.

In general, our plan of the day was to get up with the sun and retire with the sun. We usually ate a good breakfast and dinner and sandwiches were the fare at mid day. While the cook and assistant cook for the day were preparing breakfast, the other members of the crew were making their beds, cleaning the cabins and storing the gear in its proper place for the day's cruising. After breakfast "general quarters" would be sounded by Lynn blowing her whistle, at the order of the captain, and everyone would assume his station and we would get underway. Donald would get his flags up, the girls would cast off the deck lines, take in fenders, etc. or would weigh anchor with the Captain's assistance. The Navigator would plot the courses



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and give them to the wheel watch which would change hourly. The Captain checked all courses so there were always two navigating and little chance for error. If long runs were being made, lunch would be eaten underway. On shorter runs and when going through the canal systems we usually stopped at noon, had a swim and then lunch. We generally tied up or sought a good anchorage in late afternoon from four to six. We would attempt to fill water and gas tanks before securing for the night and then we would be ready for the next day's cruising. The evenings were spent hiking, sightseeing and visiting other yachtsmen. Before retiring we had our evening "Vespers" which consisted of family reading from Bible stories, or historical or geographical information on our route of travel.

Our meals were usually simple. We used the standard three-burner alcohol stove with which the boat was equipped. For breakfast, on one burner went the coffee pot, on another a large round griddle. On this the "boat toast" was made by placing slices of buttered bread on the griddle until golden brown and then turning, on the third burner would go eggs and ham or bacon. By this time the coffee would be done and the first burner would be used for making cocoa for the children. All of this along with fruit or fruit juice would certainly start the day right. Luncheon was relatively easy with assorted sandwiches, milk or a fruit drink, carrots or celery sticks, canned fruit and cookies. A favorite dinner was cooked on two burners, so when the mate is asked "How do you cook for seven on a three burner alcohol stove?" she frequently answers, "I usually cook on two burners." On one burner went the coffee pot, on the other went the pressure cooker in which were first browned beef cubes and then was added an assortment of vegetables to make a good old fashioned beef stew. With this we were served a salad, rolls, and for dessert chocolate pudding and cookies. The mate simply would not be without a pressure cooker aboard. We feel that alcohol is by far the safest and simplest method of cooking aboard.

With seven people aboard, and no laundry facilities, our clothing had to be kept at minimum needs. The standard uniforms aboard were shorts and T shirts. Jeans were available for cooler weather and a jacket for each person. Shore clothes were simple wash dresses with light jacket or sweater and for dressier occasions, suits that held up well and needed little brushing or pressing. Don and I had casual slacks, nylon shirts and a regulation suit aboard. Laundry while underway in the lakes and fresh water was simple. Pails of water were dipped from the lake and were heated and everyone turned to and did the hand laundry and strung the wash between trees on a line. Later, when salt water was used we got good results by using "Dreft" powdered detergent. After we cruised out of Canada and down into the States we found laundromats or serve yourself laundries frequently and the girls did the laundry and shop-

ping in no time at all. Speaking of laundries and shopping reminds me of the many times boating people offered us a car to shop and drive about or they drove us themselves. Boating people everywhere are generous, helpful and are willing to go to unusual work for your pleasure. We could tell of many instances to show that there is something different in the courtesy of cruising folk. Not once did we meet with any discourtesy and only once on the entire trip were we asked to move on from an anchorage off a private beach.

Because I am an M. D. we are frequently asked what First Aid supplies we carry aboard. Now this is really an em-



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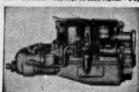


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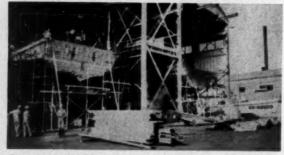
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For the discomforts of seasickness Dramamine is the best and of course one of the good sunburn creams or lotions is always needed. For ordinary burns plain vaseline is excellent. Fortunately, in all our cruising we have seldom needed anything except a band aid and cocoa butter to prevent sunburn.

For historic interest Lake Champlain country was tops. Fort Ticonderoga was taken by my crew from the lake side and there we spent a most interesting day. We studied our early history during this part of the cruise and looked up many historic spots.

From the standpoint of crew cooperation and nice boat handling the Trent and Rideau Canal systems proved to be the greatest challenge. We negotiated all the locks easily and with a minimum of effort. These systems were beautiful and again, of great historic interest.

We were really reminded of home when we were cruising the Thousand Island country in the St. Lawrence waterway. These Islands are so much like our own San Juans in topography and foliage. The beautiful Richelieu River valley was so much like our Snohomish River valley that again we were back home.

One of the greatest thrills of the entire trip was coming down the Hudson River around the Battery to the Statue of Liberty and then up the East River through Hell's Gate out to Flushing. Seeing the Statue of Liberty from our own boat just gave us a never to be forgotten thrill. This same excitement was again experienced when we approached Washington, D. C. and could see some of the famous monuments and buildings from the Potomac.

The historic spots and museums in Boston, New York, Washington, D. C., Williamsburg, Charleston, St. Augustine, and other cities provided an unceasing source of interesting and educational amusement at practically no expense.

Speaking of expense, a very interesting thing about cruising is that it is not as expensive as one may think. Most of our entertainment with the children was free. We spent practically nothing in Yacht Club or other bars, or on atmosphere in famous restaurants or night clubs because we stayed and played together. We found living aboard and traveling just as reasonable as living at home. In comparison with trips we have taken, traveling with four or five children on a boat is less expensive than traveling with another couple by car or train when we are cocktailing and dining in the better spots.

Because we were getting a little "channel fever" and anxious to get home we hurried through Florida and did not get the full enjoyment of this area of our country. We did enjoy immensely our visit to Marineland and the



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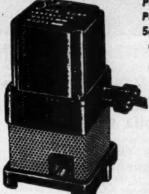
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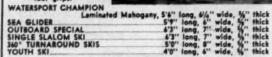
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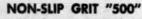
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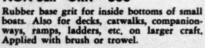
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Bahia Mar Yacht moorage. The trip across Florida through Lake Okeechobee and our cruising up the west coast was well worth while and we would certainly recommend it.

Naturally, being a Westerner, if I were to recommend cruising I would have to suggest our Puget Sound, San Juan Islands and inside passage to Alaska. Here, in Princess Louisa Inlet, Knight Inlet and others one may cruise among mountains of six and seven thousand feet elevation from the shores. We have hundreds of miles of cruising where there is very little civilization and where Nature still runs wild.

In summary, I would like to emphasize that family cruising can be very educational and a lot of fun by observing the fundamental rules of safety in boating and simplicity in living. I do not know of any other form of recreation that will do more to bring and keep a family together.

"HARBOR OF THE SUN"

(Continued from Page 25)

110, the Cygnet.

A new Thistle at the Club is the Cavort, owned by Mr. and Mrs. Tom Walker.

Coronado Yacht Club has plans for a more active year than ever before and we extend the same welcome to all Yacht Club members to come down and enter our Invitational Races, pay us a visit at our slips where we always have a place for you to tie up and last but not least plan to come down for our Annual Opening over the Memorial Day Holiday time. Happy New Year to all our friends from Coronado YC.

TEDDY ACKERMAN

SAN DIEGO YACHT CLUB NOTES

N EVER did a yacht look more shipshape than John Scripps' Novia del Mar, as readied for the start of the San Diego-Acapulco Yacht Race.

The classic New Years (Union-Tribune Trophy) Handicap brought out 21 contenders on January 4th. At that date, all were recovered from the gala New Year's Dinner Dance. But the weather hadn't recovered. Club debutantes were sunbathing in the sand pile, but where was the wind?

At last, just in time for the start of Dix Brow's Troubader, Aeolus sent a little zephyr from the normal direction, enough to drive the staggered-starters to the bend in North Island, where they proceeded to pile up.

There, we staged a second start, replete with flapping spinnakers. Bert Israel's Aloba ghosted out into a slight lead, with Carousel flapping right in there behind her, and Coronet II, in her one bid, third. Then it happened again! The three lead boats, cued by Aloba, quickly dropped spinnakers, and were spanking on a beat for the leeward mark! Many a spinnaker was caught aback in the sudden

On the beat home the fleet split tacks, on fluky threepoint shifts, several times. The slants were unpredictable. It times it seemed like anybody's race. Aloha did just manage to bear off from No. 300 for the Yacht Basin first but Carousel quickly overhauled her and the debacle of Israel's masterful bid came on amain. With spinnakers just pulling the fleet piled up on the finish line, in many an overlap and last-minute passing. The results, in our bay course's first spinnaker-finish in many a moon:

Ash Bown's Carousel, first. John Fox' Zorra, second. John Washington's La Cucaracha, third.

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Incidentally, this was Ash Bown's first handicap win! December Winnings

The old maestro, John Washington, in La Cucaracha, copped the Giddings Trophy Series for P.C.s, ending December 7th. Steve Hall, in Deneb, placed second and Jack Bone's Skylark, was third.

Starlet Trophy Dinner
The annual Starlet Trophy Dinner was called December
27th by Junior Sponsor Mort Carlile and Fleet Captain
Reed Gustafson.

Commodore Kenneth Baker presented the awards.

Top winners were Phil Muir and Charlie Rogers, out of some twenty Junior trophysiss. Katie Hanna, Joanne Albrecht, Lynn Worthington, Larry Davis, Reid and Jan Gustafson, Karen Albrecht, Bobby Frazee, Tom Kurtz, Gus Eulitz, John Bates and Bobby Hanna took home silverware.

George Worthington, Charles Rogers and Walter Al-

brecht were Fathers' Day Winners.

Junior Director C. R. LaDow presented medals to winners in the Summer Weekday Series. Order of point winnings was: Charlie Rogers, Garey Gould, Reid Gustafson, Ann Jessop, Edgie Scott, Tom Kurtz, Peter Scripps, Barbara Sinnhoffer, Paul Murrill, Lynn Worthington, Barry Worthington, Mitzi Faulcomer, Phil Muir, Karen Albrecht, Bob Turnblow, Ann Farrar, Katie Hanna, Steve Stephenson, Jim and Bobby Baker, Bob Frazee, Richard Sullivan, Marjorie Hurd, Bobby Hanna, Ronnie Harrington, Bruce Smith, Scott Starke, Steve LaDow and Pat Stadel.

The Starlet Association elected as 1953 officers: Charlie Rogers, Commodore; Katie Hanna, Vice Commodore; Susan Small, Publicity and Barry Worthington, Treasurer.

SAN FRANCISCO BAY

(Continued from Page 27)

bination of Larson's international fame and ability combined with Pete Sutter's knowledge of local conditions, should give a well balanced team of sail makers.

The Coyote Point Yacht Club of San Mateo announces as Commodore for 1953, Robert Klose; Charles Hauffman, Vice-Commodore; Robert Aanewske, Treasurer; Larry Stern, Junior Secretary; Marad D. Augusta, Port Captain, and Charles Jordon, Rear Commodore. The Club was recently host to the Pacific Inter-Club at its Club House near Coyote Point and all visitors were amazed to see the amount of interior decorating and improvement that has been done on the club house. All of this work has been

donated by the members of the club and much of the material, too.

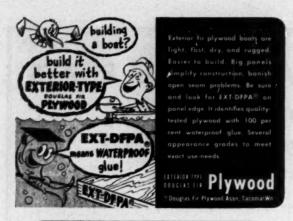
The Sacramento Yacht Club concluded the year with the annual dinner-dance and installation of officers on December 13th, 1952, aboard their club house barge in Sacramento River. Ken Hansan will be Commodore for 1953, Gus Jahnigan, Vice-Commodore; Alec Vitzian, Rear Commodore; Ed Statler, Port Captain; J. H. Jumper, Secretary; Harry Martin, Treasurer; Dr. Kenneth L. Carter, Fleet Surgeon; Ed Bartan, Manager; George K. Ramsay and Frank Netzer, Board of Directors, and Don Veers, new member of the Management Committee.

The Richmond Yacht Club is putting in a strong bid to hold the small boat racing championships of the Pacific Coast Regatta there in 1953 They have facilities and ideal harbor to carry out this program, with a world of experience behind them from the last Pacific Coast Regatta. It appears their small boats skippers believe they will get the regatta, as each Sunday sees the fleet out either racing or practising for this year's activities.

The Golden Gate Yacht Club held their annual installation and Christmas Party on December 6th and installed the following officers: Commodore, Ronald Fleishman; Vice-Commodore, Bob Kelly; Rear Commodore, Ray Carpenter; Secretary, Buzz Buckignami; Treasurer, Manuel Fagundes; Port Captain, Art Finich; Port Marshall, Bob Hansen; Sail Fleet Captain, George Everett; Power Fleet Captain, Leo Cone; Measurer, Paul Dember; Board of Directors, L. Neimi, Harvard Johnson, Max Coch and Max Williams. The Ladies Auxiliary elected: President, Viola Beaumont; Vice-President, Jean E. Fleishman; Secretary, Ethel Nuggenthaler; Treasurer, Ruth Williams, and Director, Jean Carpenter. The ladies take part in every activity and materially contribute to the success of the club.

The Corinthian sailors are beginning to drive piles for their new floats. Pete Fromhagen furnished the piledriving equipment and a large group of hard-working Corinthians saw the job through. It was very hard work and everyone concerned gave his all on this job.

The San Francisco Yacht Clubbers attended the big game in Berkeley via water. Eighty-four members cruised to the Berkeley Yacht Harbor and attended the game from there. Buses met the voyagers at the Yacht Harbor and returned them to the boats after the game. Commodore for 1953 will be Frank Wosser; Vice-Commodore, Dr. John F. Card; Rear Commodore, Henry Brigham; Secretary, John A. Heddon; Treasurer, George J. Bitter.





Our Western representatives are Paul W. Hiller, Wilmington, California





NEWPORT HARBOR

(Continued from Page 28)

Dinkitten-6 Entries-Wet Rump....Howard Lewis, LIYC South Coast Boat Building's Walter Franz picked up new responsibility with his election to the Commodore's seat at Newport Yacht Club, but this didn't deter him from launching two of his new minesweeps at one time on December 20th. The entire party then adjourned to NHYC to watch the college varsity sailing teams from New Mexico to Washington tangle in a series of match races that saw Stanford emerge the winner for team honors and young Lewellyn Bixby IV take the individual crown for Pomona. Balboa Yacht Club elected the popular Larry Wheeler to its top office with busy Jim Whyte as Vice-Commodore. Voyagers Yacht Club suffered a great loss as did all yachtsmen in the passing of VYC Staff Commodore Bill Crosby. The Voyagers continued to make strides with new Commodore Dr. Paul Van Degrift taking over from Robert McGuire.

On December 12 NOSA conducted the resail of its November "14 Mile Bank Race," which was blown away in a tornado the first time. This time the fine fleet of 26 ocean racers were treated in a cavalier manner by both the weather and the Race Committee. The Committee started things off by anchoring the 110 foot cruiser at the favored end of the line at the start, instead of dropping a flag. The resulting collision looked like Times Square on New Year's Eve! After about 15 minutes of bumping and locking of spreaders and sails the fleet squared away in a long stern chase after the PCC Antigua who had pushed herself clear and smartly set a bright blue spinnaker to escape the crush. The old veteran Matt Walsh of some 85 summers soon passed boat after boat with his Know How, finally catching the 10 Meter Hilaria at the windward mark some three miles from the start. The wind was a mere whisper as the weather man played first a light southerly, then an even lighter westerly. It was odd to see all the boats take over from port to starboard and still hold the same course as the wind shifted on the water level, while the giant Galatea continued blithely on the port tack as her sails up in the higher levels caught the old southerly breeze! Galatea went on to finish the 17 mile course in 9 hours and 16 minutes. The California 32 Atorrante and Fisher Island 31 Bagatelle came up from a long stern chase to cop 2nd and 3rd spots in 9 hours and 56 minutes with just a boat length separating them. As no Committee was present to finish the race at the Newport Jetty, the finish times can only be approximated, however, the Galatea under Dick Stockton was far and away the winner on corrected time in the OCEAN RACERS, while Charlene copped the Arbitrary Handicap Class. Other results:

		Elapsed	Corrected
1.	Galatea	9:16	9:14
2.	Nalu	10:02	9:27
3.	Bagatelle	9:56	9:29
4.	Attorante	9:55	9:32
5.	Antigua	9:58	9:35
6.	Hilaria	9:58	9:49
7.	Teeyat	10:23	9:49
8.	Flying Cloud	10:29	10:04
9.	Mara	10:56	10:09
10.	Andale	10:58	10:36
11.	Escapade	DNF	



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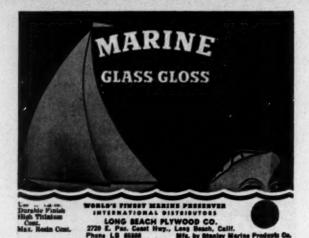
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		Corrected
	Charlene	
2.	Kukri II	10:05
3.	La Rubia	11:05
4.	Know How	DNF
5.	Jabolyn	DNF
6.	Sea Lark	DNF
7.	Windwagon II	DNF
	Flicka	
9.	Windfall	DNF
	Corsair	DNF
11.	Tradewinds	DNF

Lido Shipyard under Buck Ayres is continuing to hum with activity as the famous Senta and Flying Cloud are repainted and polished while rebuilding of the below decks progresses on the Hilaria and Queen Mab. The Conejo is being readied for the passage to ACAPULCO and the Atorrante and others are starting to make adjustments for the Honolulu Race in July. Meanwhile the 112-foot Valor left for a two-year cruise in the Caribbean with owner Benjamin Clayton and Skipper Earl Schetne and crew aboard. The final results of the Deep Sea Fishing Derby went to Lee Thompson of Lido Trailer Park for top points in catching bluefin, tuna, yellowtail, sea bass, bonita, barracuda, and albacore. Lee won a new Ford, a motor boat, and fishing tackle. More than 450,000 anglers competed and two paraplegic war veterans Louis Palmer and Gilbert Oritz took second and third spots.

The South Coast 10 foot dinghies saw their Fleet Championship won by Cedric Sanders in the Flying Tea Cup over a fleet of 8. Probably the most interesting part of the series was the luffing matches between young Jane Enright and her father Strat Enright as they jockeyed their dinghies for the marks . . . Jane beat Strat two of the three races. Frank Wood, Jr. in Showboat edged Mike Burke and Harry Bourgeois and a fleet of 9 PC's in the Higgins Handicap Race for PC's at Balboa Yacht Club. Harry came back to sail away with the Smales Singlehanded PC Race with Jack Toon second.

Returning from the Mexican areas was the 30 foot motor sailer Gracious Me, with Dick Stewart and Warren Blinn and families after a run of several thousand miles to Banderas Bay and back. Dick and Chuck Ullman are expanding the operations of their successful Service Afloat to include docking facilities as well as maintenance and brokerage. Tween times of course Dick and Chuck race Dancer and Legend in the rugged ocean racing competition and do all right.







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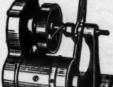
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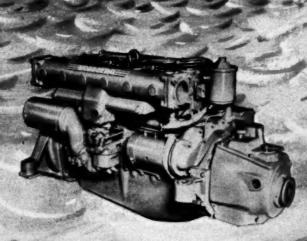
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